COACH MART

The weekly for the coach industry

Issue 665 £1 November 14th, 1991

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1977 Plaxton Express, 53 seater, semi-auto gearbox, Bristol Dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No. 0006.

VOLVO

1983 B10M Jonckheere P599, 48 seats, 6 speed gearbox, curtains, toilet, drinnks machine, MoT 29.11.91. Stock No. R037.

1983 Volvo B10M 12 metre, 57 seater, Duple Laser, PA/radio/cassette, 6 speed ZF manual gearbox, MoT 15.07.92. Stock No. 1074.

1980 B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automat g/b, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No. 0012.

1973 B58 Plaxton Supreme, 11 metre, 53 (remoquetted) seats, X'Press doors, side lockers, MoT 03.10.91. Stock No. 1047.

BEDFORD

1980 PJK, 29 seat, D[SOLD]tock No. 0007.

1975 YRQ Plaxton, 45 seats, power door, side lockers, private plates, Stock No. 1062.

LEYLAND

1982 Duple Dominant, 51 reclining seats, 6 spd gearbox, side lockers, MoT 21.01.92. Stock No. 9033.

1981 Plaxton, 53 seat[SOLD]t gearbox, autumn tint moquette, side locker[SOLD]6.92. Stock No. 1073.

1981 Leopard Duple [SOLD] 53 seats, 6 speed ZF g/box, red moq, liver[SOLD]ck No. M9012.

1981 Leopard Plaxton [SOLD] 12 metre, 49 recliners, 6 speed ZF gearbox, [SOLD]erior, autumn tint moquette. MoT 25.10.91. Stock No. 9011.

1980 Leopard Plaxton Supreme, 11 metre, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers. Stock No. 9009.

SCANIA

1986 K112 Plaxton 3500, 55 reclining seats, demountable toilet, double glazed, retarder, curtains, radio/PA/cassette, MoT 01.03.92. Stock Number 1063.

CUMMINS

1985 Duple 425 (Cummins), 6 speed automatic g/box. 54 recliners, curtains, radio/PA, toilet, drinks machine, TV monitors, continental door, courier seat.

SETRA

1987 S215 HR (Rational) Mercedes, V8 engine, 6 speed ZF gearbox, Voith retarder, 47 recliners, toilet, drinks, fridge, TV, Webasto, curtains, MoT 9.6.92. Stock No. 1072.

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DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for T.V./video, cream/duo blue.
M.O.T. FEBRUARY 1992

BOVA 1988 FUTURA FHD 12.290 INTEGRAL 12M, 49/53 str (44/48 recliners + 5 at rear), duo red moquette, centre sunken demountable toilet + continental entrance/exit door, driver's berth, courier seat, double glazed tinted side windows, curtains, power entrance door, white/beige/rose pink.
M.O.T. T.B.A.

DAF 1987 DKVL PLAXTON PARAMOUNT 3500 12M, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for T.V./video, TELMA retarder, ABS anti-lock braking, cream/duo blue.
M.O.T. APRIL 1992

BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49 str., red moquette (44 recliners + 5 at rear) centre sunken toilet, continental door, driver's berth, drinks machine, fridge, Webasto, power entrance door, double glazing, courier seat, curtains, wired for T.V./video, twin fuel tanks, white/red.
M.O.T. JULY 1992

MERCEDES 1985 608D DEVON CONVERSION, 14 full size coach seats recently retrimmed, grey/blue moquette, soft trim to casing panels/roof, interior parcel racks, rear boot, roof luggage rack, twin fuel tanks, TELMA retarder, white.
M.O.T. AUGUST 1992

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.
M.O.T. FEBRUARY 1992

LEYLAND 1985 TIGER 245 JONCKHEERE JUBILEE P50 12M, 48 recliners, brown/orange moquette, rear sunken toilet, continental entrance/exit door, courier seat, tinted side windows/roller blinds, drinks machine, TELMA retarder, power entrance door, wired for T.V./video, white.
M.O.T. T.B.A.

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet + continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for T.V./video, silver/blue.
M.O.T. JULY 1992

VOLVO 1988 B10M GL VAN HOOL ALIZEE-H 12M, 49 recliners, centre sunken toilet + continental entrance/exit door, double glazed tinted side windows, curtains, Webasto pre-heater, water boiler, fridge, wired for T.V./video, 3 saloon tables supplied loose, power entrance door, courier seat, white/green.
M.O.T. T.B.A.

VOLVO 1983 (AUG) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49/53 recliners, autumn moquette, demountable toilet, continental door, TELMA retarder, cream.
M.O.T. FEBRUARY 1992

VOLVO 1986 (AUG) B10MT (TANDEM) VAN HOOL ALIZEE-SH 12M, 49 recliners, grey/red moquette, rear toilet, driver's berth, courier seat, curtains, fridge, drinks machine, wired for T.V./video, all white.
M.O.T. APRIL 1992

TRADE DESCRIPTIONS ACT;
In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

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Coachmart's 'Into Europe' seminar is a major success.

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COMMENT

MULLEYS Motorways deserved better than they got after taking a firm stance over a football match booking (see page 6).

They say they did everything they could to ensure the law regarding alcohol at sporting events was known to the driver and to the hirer. They kept the police informed at every stage of what was going on.

But their driver was put through a terrifying ordeal, their top-quality vehicle sustained £3,000 in damage, and they were then taken to court.

Newark magistrates acquitted the firm of the offence under Section 1 of the Sporting Events (Control of Alcohol, etc) Act of 1985, and Mulleys could breathe a sigh of relief.

The saga underlines the fact that operators cannot be too careful when taking football bookings.

Most are trouble-free hires from genuine football fans - rowdy football fans, perhaps, but not violent.

Marksman has underlined the rules many, many times in *Coachmart* so there is no need to do so again. However, the rules alone may not be enough to protect the operator.

Operators should first check the name, address and details of the hirer, both with their own records, those of other operators if possible, and with the Police.

Every fan should be made aware of the law before boarding. And every operator should, as did Mulleys, keep Police informed of every move.

It is patently unwise to break the journey to the match. And the return leg would be safer as an unbroken journey, too.

The coach industry's grapevine can help weed out the troublemakers by circulating the names and addresses of hirers who have proven less than trustworthy.

Such people should be made to pay a substantial returnable deposit in addition to the hire charge, and the charge itself should reflect the extra work the operator has to do to protect his interests.

Or the operator could follow Mulleys' lead, and stop taking football bookings. That leaves the Police to deal with those same fans setting out to the same matches in their cars, taking as many pub stops as they like.

And that may be what it takes before they begin to have a more sympathetic attitude to PSVs.

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N.B. ERROR. The Volvo B10M/Plaxton 3500 offer should read '1988' and not '1989' as printed in the Stuart Johnson brochure, we apologise for any inconvenience

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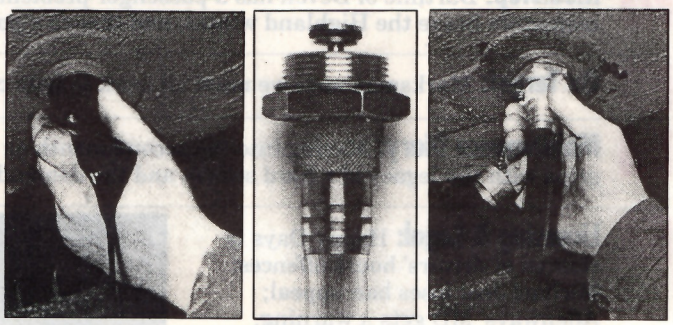

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■BUS

Ian Longworth to buy Shearings' bus business

SHEARINGS is selling its remaining bus business for an undisclosed sum to Ian Longworth, the former transport director.

John Slatcher, Shearings' managing director, confirmed that negotiations were proceeding for the sale of the bus operations from Bolton, Wigan, St Helens, Altrincham, and Shifnal depots.

The coach holiday giant put its local service network on the market after a review of its business and a decision to concentrate on its core activities.

Shearings is left with depots at Tunbridge Wells, Co Durham and Llandudno Junction in addition to central facilities in Wigan.

Shearings: concentrating on core activities.

Around 68 buses and 200 employees are involved in the sale.

Services were largely built-up since deregulation with modern Leyland Tiger or Volvo B10M Alexander-bodied single deckers.

Six Leyland Lynx buses and Shearings' Barnsley depot had already been sold to Yorkshire Traction *(Coachmart,* September 26, 1991).

Mr Slatcher maintains that, although the bus division remained profitable, management time and effort on the bus side detracted from the company's key areas of concern.

Shearings' parent company, the Rank Organisation, has a mounting debt problem since the £500 million takeover of Mecca Leisure in August last year.

It is believed to be putting 22 hotels and its motorway service stations on the market with a £250-£350 million price tag.

Rank profits have slumped by 30 percent to £96 million since the takeover of Mecca - despite increased turnover.

Debt charges of £50 million are thought to be largely responsible.

■COACH

Police hunt arsonists after Premier coach is destroyed

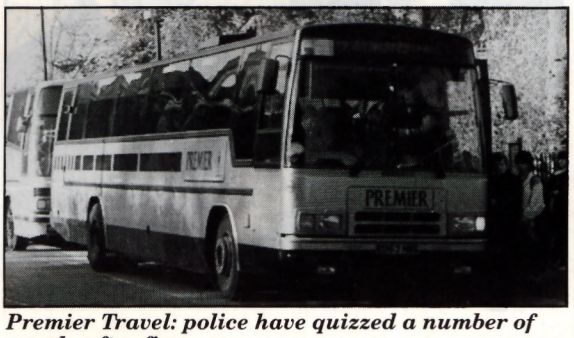
FIRE destroyed a Premier Travel Services £17,000 Plaxton-bodied Leyland Tiger while parked overnight in Peterborough coach park.

Police investigations have so far drawn a blank, but a spokesman said a number of people had been interviewed.

The Tiger is believed to have been torched at around 11 pm. Premier operations director, David Hurry, told *Coachmart* that an arsonist broke into the locked coach and set fire to the interior.

The handbrake was released causing the coach to roll across the parking area.

Premier, the coaching arm of Cambus since May 1990, has regularly used the open coach park for overnight parking since July 1990 when it took over the coach operations of Viscount, the Cambus bus subsidiary in Peterborough.



Premier Travel: police have quizzed a number of people after fire.

Mr Hurry says the situation is under review, but added: 'I hope it is a one-off situation.'

The coach was left in Peterborough as a spare vehicle after working National Express duplicates on Sunday.

■APPEAL

Holiday charity appeals for help

CHARITY, the Family Holiday Association, has appealed to coach operators for sponsorship and dispelled fears about allocation of funds.

The FHA, running for 15 years, says allies in the travel trade have provided much-needed breaks for severely disadvantaged families. Just £30 a year from a small coach operator could help provide the financial stability it needs to give parents and children a break.

'But the FHA provides grants only for families referred to it by the social services,' said a spokeswoman. 'The family recommended has to have been without a holiday for four years, and is thoroughly checked out.'

The average cost per family of holidays in chalet parks, caravan parks and other low-cost destinations has been £374, she said: 'Our holiday aid week is a concentration of effort but the overall message is that the charity needs a guaranteed income.'

Details from FHA, Hertford Lodge, East End Road, London N3 3QE, Fax: 081 346 9623.

■IN COURT

London Forest man in court

LONDON Forest employee David Clarke (37), of Brentford, was last week remanded to appear before Waltham Magistrates Court on November 25. He is alleged to have fraudulently used company cheques to pay for a car and his mortgage, and to have paid £300 of the firm's money to another employee.

BRIEFS

● **CLEVELAND Coaches is running a Christmas shopping service to the MetroCentre from Hemlington, Yarm and Stockton with fares form £4 to £2.75 return.**

The firm, part of employee-owned Cleveland Transit, is allowing discounts for its Transitcard holders.

● ORGANISERS of Coach & Bus '91 have issued questionnaires to exhibitors so that '93's event can be run more smoothly.

The five-page document admits there were problems with registration queues on the day, but says the computer program from Distinctive Systems was in no way to blame.

'We asked them to key in too much information against an impossible deluge of visitors,' it says.

● **UNITED Bus has released a Den Oudsten Alliance City low-floor bus for assessment by British operators.**

The vehicle, despatched to Optare, aims to introduce genuine 'one-step' buses to the UK market.

● THE Transport Advisory Service is to research all UK concessionary fare schemes for MVA.

It will be the first time since 1986 that major travel incentive schemes and discounts have been reviewed.

● **GOLDERS Green bus station has appointed three on-site helpers to assist passengers.**

The controllers will provide departure information and monitor safety and other facilities.

A series of similar appointments is being made at other London Transport bus stations.

● THE organisers of Expocoach 92 at Donington are thinking of adding a third hall to the event following the booking of 80 percent of initial space.

■IN COURT

Coach company acquitted following football attack

A SUFFOLK firm whose terrified driver was pelted with coins by drunken football hooligans has been acquitted of carrying alcohol to a sporting event.

Mulleys Motorways, of Ixworth, near Bury St Edmunds, was shocked by the incident last May, and even more shocked to be prosecuted by Police after giving its full co-operation.

The saga began after Mulleys company secretary, Jayne Munson, took a late private hire booking for Cambridge fans going to an away match at Rotherham. Mulleys agreed on a 45-minute stop on the way home but, when the executive coach made good time, decided on a break at Newark on the way to Rotherham.

'The fans left the coach and our driver, Mark Cattee, parked up and checked for alcohol. He saw none,' said Mrs Munson. 'When the fans got back, there were some police around. Apparently, the fans had committed a graffiti offence, and the officers boarded with the fans.

'Some of them had alcohol on them. The police saw about half-a-dozen cans, but decided they had insufficient officers to confiscate it and told the driver they would be prosecuting him for carrying alcohol. He tried to phone me to ask what to do next, but the police wouldn't let him wait at Newark for me to return his call,' said Mrs Munson.

The police did, however, warn Rotherham of the arrival time, and a road block in South Yorkshire turned the coach back to Cambridge, surrounded by police cars.

'At this point the fans became unruly, and pelted Mr Cattee with coins, one of which smashed the windscreen. They caused £3,000 in damage,' said Mrs Munson.

'He was terrified. He stopped the coach and asked the police to bring dogs and handlers aboard.

'They brought about a dozen officers aboard, then escorted him through several counties until, at Cambridge, there were only four or five aboard. As Mr Cattee drew up to a roundabout, the fans opened the emergency door - effectively immobilising the coach - and ran off. The police did not manage to catch any of them.'

It was later discovered that the address given by the private hirer was false, said Mrs Munson, who now refuses to take any football match bookings.

Mulleys' defending solicitor, Hugh Rowlands of Ipswich-based Gotelee and Goldsmith, said the prosecution of the firm depended on establishing whether Mulleys 'knowingly permitted' alcohol to be carried, and whether the driver was acting outside of his authority for Mulleys, which had expressly told him not to permit alcohol on board.

'It was an unusual prosecution,' said Mr Rowlands. 'The magistrates were out for eight minutes before deciding on an acquittal.'

■BUS

Brighton & Hove wins accolade

BRIGHTON & Hove Bus and Coach has won a top Sussex industry award. The Investors in People Award sponsored by the Sussex Training and Enterprise Council was one of nine awards contended by 60 businesses. The company was praised for schemes to train its 640 employees and develop career potential. Managing director, Michael Sedgley (above right), received the award from STEC chief executive, Colin Hurd.

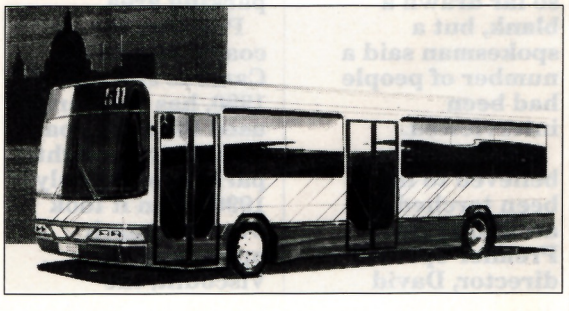
■BUS

Wrights reveals citybus body

WRIGHTS of Northern Ireland is developing a new citybus body and has released the first artist's impression of the vehicle (below).

It is built on the same Alusuisse frame construction as Wrights' Dart-based Handybus, a system which Wrights claims to have pioneered: 'This offers our customers a major advantage with the commonality of accident repair systems and aluminium extrusions right across our products,' said Jeff Wright, commercial director.

'This new body is a logical extension of a current product range. In the past 12 months we have won orders for 250 midibus bodies from UK operators.'



■EXPRESS SERVICES

Firms fight for 'Pole-position'

NEW express services to Poland are being launched by Essex-based Fargo Coach Lines and Bradford tour firm Bemark Travel... while the 'new' Coach Europe is waiting in the wings.

Routes which were the mainstay of ILG's Coach Europe - which ceased when the business was sold to Leicester-based County Travel - have been reworked by Fargo and Bemark, and await registration with the South East traffic office.

Fargo is seeking three routes with six registrations, which it is operating in conjunction with a Polish travel firm.

All start at London Victoria, one going through Szczecin to Gdansk, another going via Wroclaw, Opule and Katowice to Krakow, and the third going via Poznan to Warsaw.

Fares for the six, weekly frequency return services are around £100.

Coaches are to be equipped with toilet, servery, air-conditioning and double-glazing.

According to the firm's sole proprietor, Les Smith, some vehicles are already owned and the rest will be hired in as needed: 'We expect to be running very soon,' he said. Journey time is around 24 hours, setting off and arriving mid-morning.

When Coach Europe ran similar services, the bulk of passengers were Polish ex-pats visiting relatives, and vice versa. The firm reported good loadings and profit.

That has been the incentive for Polish partners Eddie Mark and Marek Borowy, of Bemark in Bradford, for their two services, being operated by Wharfedale Coaches of Leeds.

'With eastern Europe opening up, there is a considerable market for express services to Poland,' said Mr Borowy.

'We know we're not alone. There are at least two Polish-registered services in operation, including one run by Jet Coach and another by PKS, the Polish national bus company.

'We've still got a few problems to sort out, including registrations in Germany and in Poland but we are hoping to be up and running by Spring.'

Coach Europe: expects to be running eastern Europe services next Spring.

The vehicles being used are DAF Van Hool super-high executives: 'The standard must be very high for such a long journey,' said Mr Borowy.

Coach Europe's managing director Paul Cresswell, who bought the firm from defunct ILG, said he was biding his time but expected to be running the route to eastern Europe again in Spring.

'We are putting something together for early next year,' said Mr Cresswell.

'It should be remembered that we are the only UK operator to my knowledge currently holding licences to run express services to Poland. We are still waiting to get our service to Krakow through, although the UK registration is a relative formality.'

Mr Cresswell confirmed that registrations in Germany and Poland were a problem: 'There is considerable resistance to services which don't have some input from the Poles,' he told *Coachmart*.

He warned there is already a large amount of illegal operation into Poland, often using 'closed door' tours as a front for express runs.

'This is now being very closely looked at by eastern Europe, together with other practices,' he said.

■COACH

Midland Red (North) steps in for Happy Days' PT service

MIDLAND Red (North) has taken over the public transport operation of Woodseaves-based coach company, Happy Days.

The Drawlane subsidiary has bought routes between Stafford and Newport and Stafford and Eccleshall - plus smaller village services - from Happy Days.

The deal sees six drivers and five vehicles involved in the transaction.

It is understood that Happy Days wants to concentrate on European coach holidays and its private hire operations.

Midland Red (North) managing director, Chris Hilditch, told *Coachmart* that his company was now looking for premises in Newport to accommodate the newly acquired business.

Until those are found, the routes will be run out of the company's depots in Woodseaves and Stafford.

It has also been revealed that Midland Red (North) will take over 31 buses and the Oswestry garage and Abermule out-station belonging to Crosville Wales - acquired by Drawlane following the takeover of the company in the National Express deal.

The operation changeover will come into effect on January 1 next year.

■BRIEFS

● **FYLDE Blue Buses made a profit of more than £87,000 in the last financial year. A report to its owner, Fylde Borough Council, shows that after providing for a dividend of £65,000 the retained profit of more than £22,000 has been transferred to reserves.**

● SEVENTY double-decker buses to be supplied to Stagecoach Holdings in the biggest UK bus order for years will be powered by Gardner's six cylinder LXB engine. The 180 bhp power units will be fitted into Volvo Olympians.

● **GUEST of honour at Dennis Specialist Vehicles last week was Lawrence Louey, managing director of Hong Kong's largest bus operator, Kowloon Motor Bus Company.**

He visited the Guildford, Surrey, headquarters to celebrate the 1000th Dennis bus being delivered to KMBC.

● WARRINGTON Borough Transport has taken delivery of the first Northern Counties Dennis Dart with the new Countybus body. The 8.6-metre vehicle boasts 33 seats, luggage pen and full DiPTAC features.

● **GREATER Manchester Passenger Transport Executive has received notification that almost all operators in the area - including Greater Manchester Buses - are to continue in the new pre-paid ticket scheme which comes into effect at the beginning of next month.**

● CLEVELAND Coaches has added a new destination to its excursion programme... the Emmerdale Farm Studios.

The trip will operate on Sunday, November 24 and includes a guided tour of the studios and neighbouring countryside followed by tea at Harry Ramsden's fish and chip restaurant. Prices are £15 adults, £14 children and OAPs.

USED VEHICLE SELECTION

JUST ARRIVED

1990 (G) MAN 10.180 ALGARVE, 35 recliners, power door, radio, full soft trim.

1987 (PP) SCANIA K112 PARAMOUNT 3500, 55 recliners, power door, tinted windows, Telma.

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PAUL BROCK - Wales/South West (0633) 367176 Car (0860) 743271

ALISTAIR WILSON - London/Home Counties/East (0279) 657046 Car (0860) 743272

ANDREW MARKHAM – London/Home Counties/West (0494) 433048

DAF

1988 (E) MB230 CAETANO ALGARVE, *30 recliners, centre kitchen, full exec specification.*

1987 (D) SB2300 – DUPLE 340, *57 recliners, power door, provision for toilet, continental door.*

1986 (D) SB 2300 – CAETANO ALGARVE, *49/53 seats, centre toilet, continental door, Webasto, boiler, berth, boxed/wired for video.*

1986 (C) SB2300 – LAG GALAXY, *53 recliners, courier seat, power door, continental door.*

1984 (B) MB 200 DKFL – DUPLE LASER II, *53 seats, power door, wheel discs, Telma.*

1984 (A) DAF – BOVA CALYPSO, *53 recliners, power door, tinted windows.*

1983 (Y) DAF – BOVA EUROPA II, *47 recliners, courier seat, rear toilet, continental door, Webasto, wired for video.*

1983 (PP) DAF DKTL – ALPHA GT, *53 recliners, power door, curtains.*

1982 (PP) DAF – BOVA EUROPA II, *52 recliners, power door, radio.*

1981 (W) DAF – BOVA EUROPA, *53 seats, power door, tinted windows.*

VOLVO

1988 (E) B10M CAETANO ALGARVE, *49/53 recliners, double glazed, centre toilet, cont door.*

1986 (C) B10M – CAETANO ALGARVE, *49/53 recliners, centre demountable toilet, continental door, low driver facility.*

1980 (V) B58 – (S/AUTO) DUPLE DOMINANT II EXP, *53 seats, power door, tinted windows.*

1980 (V) B58 – DUPLE DOM II EXP, *53 seats, power door, tinted windows.*

MERCEDES/MAN

1983 (PP) 0303 JONCKHEERE P50, *49 recliners, centre toilet, continental door, double glazed, courier seat, fridge.*

1982 (PP) 0303 JONCKHEERE BERMUDA, *49 recliners, centre toilet, continental door, berth, courier seat.*

1982 (PP) MAN – VAN HOOL ACRON, *49 recliners, centre toilet, centre door, drinks, fridge.*

SCANIA

1986 (C) K112 – BERKHOF ESPRITE, *53 Vogel seats, power door, courier seat, Webasto, Telma.*

LEYLAND/AEC

1987 (E) TIGER (CUMMINS) – DUPLE 340, *53 recliners, courier seat, rear sunken toilet, continental door, double glazed, power door, boxed/wired for video, Telma.*

1987 (D) TIGER 260 – DUPLE 320, *48 recliners, rear saloon mounted toilet, servery.*

1983 (Y) TIGER 245 S/A – DUPLE DOM IV EXP, *53 seats, power doors, SBG front end.*

1982 (X) LEOPARD ZF – DUPLE DOMINANT II, *53 seats, Bristol Dome.*

1981 (W) LEOPARD ZF – DOMINANT III, *57 seats, power door.*

1981 (PP) LEOPARD S/A – PLAXTON SUPREME IV. *50 seats, power door, Telma.*

1979 (V) LEOPARD S/A DOMINANT II, *50 seats, Bristol dome.*

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, *57 seats, power door, wheel trims.*

1986 (C) YNV – PARAMOUNT 3200, *52 seats, toilet, servery, boxed/wired for video.*

1985 (C) YNV – CAETANO ALGARVE, *53 recliners, power door, continental door, tinted windows.*

1981 (W) YMT – DOMINANT IV, *53 seats, power door, radio/PA.*

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1983 PP DAF Plaxton 3500, latest Paramount front, 49 seater, toilet, wired TV and video, MoT current **£35,000**

1983 PP Volvo B10M Jonckheere P90, current MoT. Choice of two **£35,000**

1980 W Ford R1114 Dom II, 53 seater, MoT March '92, Jan '92, choice of two **£5,750**

1980 V Bedford YMT Dominant, 53 seater, MoT June 1992 ..... **£5,500**

1977 S Bedford YMT Van Hool 300 line, 53 seater, current MoT **£4,950**

1976 P Leyland Leopard Plaxton, 53 seater, current MoT **£5,000**

■LEGAL

Scotland to launch vehicle offensive

THE SCOTTISH traffic area is about to launch its second crackdown on heavy vehicles in the Highlands and Islands.

Random roadside checks two months ago revealed that around one in four HGVs and PCVs in North Strathclyde and the Highlands are being operated illegally or with defects, and now traffic commissioner, Keith Waterworth, has warned operators in this far-flung corner of Britain that they have not been forgotten.

'Our enforcement resources are limited but we now recognise they have been insufficient in the north of Scotland,' he told *Coachmart*.

'We set up a special enforcement exercise and I was quite surprised that the "hit rate" was so high.'

In all, 495 HGVs and 87 PCVs were run on to portable weighbridges and given a thorough check. Of these, 144 were committing an offence.

'Any offences are reported to the Procurator Fiscal who decides whether a prosecution will result,' said Mr Waterworth.

'But I want the industry to recognise that there will be another series of random checks soon.

'When an operator pays his licensing fee, he pays for our enforcement effort. We can then protect operators who stay within the law.'

Mr Waterworth said a current breakdown of the figures into PCV and HGV offences was not available.

■OBITUARY

Den Caney dies after long illness

BIRMINGHAM coach operator, Den Caney, has died after a long heart illness and was buried last week.

Mr Caney, who was one of the best-known operators in the West Midlands, started a taxi business shortly after leaving the Forces and built it up until, in 1952, he bought his first coach.

During several moves, ending in the firm's current base at Bartley Green, he acquired Universal Travel - with its three branches in the area - and became managing director of two other West Midland firms, Andy's Coaches and Brown's Coaches.

'He lived for his business,' his widow, Win, told *Coachmart*.

'Long before anyone else, he was saying business was his pleasure, and pleasure his business.

'Over 40 years, he has built a marvellous business which he could be proud of. It was his hobby and his life.

'And there was nothing he read more avidly than *Coachmart*. I know he would want his passing recorded in the magazine.'

From his modest start, Den Caney built a fleet of more than 30 vehicles under his direct control.

The businesses will continue to be controlled by the Caney family, which includes his nephews, David and Malcolm Stevens.

Mr Caney, who was 67, leaves his widow, Win, son Ian, daughters Rachel and Emma, and four grandchildren.

■APPEAL

Mark helps mercy mission

FOLLOWING an appeal by the Rainbow Warriors through *Coachmart,* Mark Cooper, of Sanderstead, Croydon, has come up trumps. He has donated a P reg AEC coach for a Western Sahara mercy trip next Easter.

The Saharawan Aid Trust was started by the Earl of Winchilsea and Nottingham in 1988 to help the plight of 200,000 Saharawi refugees. It needs transport for its next Rainbow Warrior mission.

Durham coach operator and trust spokesman, David Loyne, says Mr Cooper's gesture is 'wonderful'.

He added: 'If a small company can do this what about the big ones.'

Mr Loyne wouldn't say no to offers of spares, tyres, oil and fuel - or another coach.

'We'd love a Bedford because that's what they use out there.'

The relief convoy will include Land Rovers and other 4x4 vehicles in addition to the coaches.

David Loyne: praised Mark Cooper's actions.

It will take urgently needed medicines, hospital equipment, educational materials, clothing, nutritional aids, and other humanitarian supplies.

Mr Loyne says: 'If you see one of the multi-coloured Rainbow vehicles you should stop it and give the driver a donation.'

Anyone offering help or wanting further information should either give Mr Loyne a ring (Tel: 091 586 3698) or attend a trust meeting at 10.30 am on November 16 in the Royal Geographical Building, London.

■COACH

Scania goes it alone

SCANIA has gone independent on its double-deck coach chassis and *Coachmart* will be first to put the new coach to the test.

The new tri-axle K113 TRB has 363 bhp engine. It can now be built with improved lower saloon layout between the front wheels thanks to independent suspension.

Harry Shaw, of Coventry, is taking the first early in the new year. This £211,000 machine with Van Hool coachwork made its debut at Coach & Bus '91. It is fitted with 74 recliners, but the new suspension layout has been used for improved crew accommodation rather than a through gangway.

● *Look out for the next Coachmart road test when features editor, Mike Morgan, puts this super-decker through its paces.*

■COACH

Brian Jones

BRIAN Jones Coaches, of Abbey Wood, London SE2, is very much alive and well after the sale of its bus interests to Transcity Link.

Transcity Link bought Brian Jones' bus services as part of a package of takeovers *(Coachmart,* October 31, 1991). Included in the deal was one Peugeot-Talbot tri-axle minibus for Isle of Grain services.

Proprietor, Mr Jones, said: 'Transcity didn't buy any coaches. I'm still running three vehicles on schools, local hire and the occasional continental job.' His fleet includes a £25,000 Berkhof-bodied Leyland Tiger from Kentish Bus, a former Armchair AEC and a 20-year-old Bedford.

■COACH & BUS SALES

Slow improvement in new coach sales

DESPITE what was generally acclaimed as a highly successful Coach & Bus '91 at Birmingham's NEC, registrations of new vehicles are still slow to recover.

However, the total number of new coaches registered last month was four up on October of last year.

Volvo and Leyland led the way with nine each and a lion's share of the total 28 registrations.

Scania came in third with five, but overall it was another hard month for vehicle manufacturers.

There was slight overall improvement in combined coach and bus registrations with DAF Bus, Leyland DAF, Optare, Scania and VL Bus UK all recording better figures than the corresponding month last year.

VL Bus UK led the way with 51 registrations compared to 38 in October 1990.

Dennis - one of the few companies which has had something to celebrate over the last 18 months - saw registrations dip from 35 to 16, but its total registrations are still ahead of last year at 354 compared to 316.

NEW COACH AND BUS REGISTRATIONS

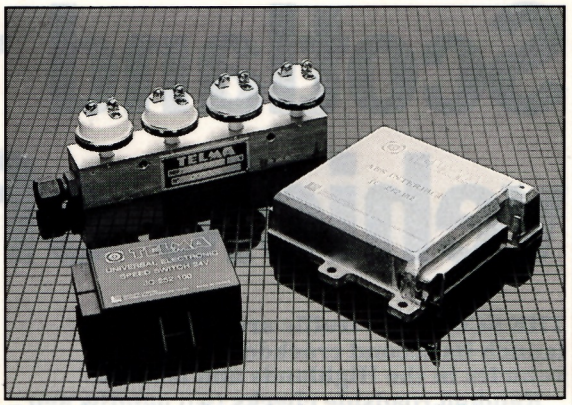
Manufacturer	October 1991	October 1990	Year to date 1991	Year to date 1990
DAF Bus	6	0	78	0
Dennis	16	35	354	316
Duple	0	1	5	19
Iveco	0	1	1	6
Leyland DAF	2	1	43	183
MAN	0	0	15	3
Optare	11	3	110	38
Scania	25	20	130	197
VL Bus UK	51	38	392	763
Volvo (Sw)	12	29	409	643
Other British	0	0	5	16
Other imports	7	11	144	215
Total British	78	77	866	1,152
Total imports	52	62	820	1,247
Total	130	139	1,686	2,399

Source: Society of Motor Manufacturers and Traders

NEW COACH SALES LEAGUE

Manufacturer	October 1991	October 1990	Year to date 1991	Year to date 1990
Volvo	9	14	306	468
Leyland	9	5	138	143
DAF	3	0	57	126
Scania	5	3	46	91
Others	1	0	39	74
Dennis	0	1	22	84
Setra	1	0	18	19
Bova	0	0	12	49
Duple	0	1	5	19
MAN	0	0	3	3
Totals	28	24	646	1,076

■MANUFACTURING



Telma Retarders: launched new upgrade kit.

Telma's 'brake-through'

HAND controlled Telma retarders can be converted to automatic brake pedal operation thanks to a new upgrade kit launched by Telma Retarders, of Milton Keynes.

The company claims automatic control extends brake lining life by up to 50 percent and replacement intervals are extended.

When operated by the brake pedal, the Telma has four stages of retardation to provide progressive vehicle braking with the first two stages being activated before the service brakes.

The third stage is engaged as the linings come into contact with the drums, followed by the fourth stage. A standstill system avoids unnecessary use when the vehicle is stationary.

Two kit variants are available, enabling both ABS and non-ABS vehicles to be equipped - both can be obtained from Telma distributors. The package includes an air pressure manifold complete with pressure switches, standstill detector or Telma/ABS interface control unit together with an isolation switch and all necessary cabling and connectors.

Ashtree launches improved mirror

ASHTREE Glass claims to have launched a rear view mirror which meets coach operators' needs for a mirror that resists damage yet gives a better image than plastic.

The aerodynamic design has a glass mirror lens set in a ribbed plastic body to avoid impact damage.

The company, which purchased the Desmo mirror business two years ago, says that market research pointed to the need for a mirror with the superior optical qualities of glass while retaining the sturdy qualities of plastic construction.

Ashtree Glass also claims there's a considerable cost saving over plastic mirrors.

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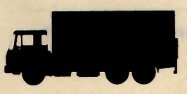

GOODYEAR

ENGINEERED BEYOND EXPECTATION.

Coachmart seminar shows the way ahead

The breaking down of the trade barriers in 1993 will herald new business opportunities for coach companies. Editor, Anthony Hawkswell, reports on *Coachmart's* successful 'Into Europe' seminar which focussed on some of these opportunities.

COACHMART'S 'Into Europe' seminar has been voted a hit by the operators who attended the one-day event at Wolverhampton's Novotel.

Over 50 people listened to an array of speakers who gave their thoughts on how the breaking down of the trade barriers will affect the coach industry.

David Fegent, sales and marketing manager of Victory Tours of Handley, near Salisbury, Wilts, said: 'It was a very enlightening day. The coach industry doesn't have many training schemes or seminars so it was good to talk to and get ideas from other operators.

'It certainly gave me food for thought and I have already looked at a few of the ideas to see if I can implement them at Victory Tours.'

Brenda Bevan, of Goodes Coachways of Wednesbury, West Midlands, was equally enthusiastic.

She told *Coachmart:* 'It was very instructive and I enjoyed the day very much.

'I was particularly interested in the talk on Eurotunnel because I did have reservations about using it. However, following the presentation I was very much reassured.'

'It was a very enlightening day. It was good to talk to and get ideas from other operators' - David Fegent, of Victory Tours.

The day kicked off with a presentation by transport consultant Peter Rogers and he told delegates that it would be criminally negligent to let businesses suffer by letting prejudices close our minds to the making of profits out of the new challenges which the Single Market brings.

In his address on EC legislation, Mr Rogers said: 'Even the smallest and most parochial coach operator in the country cannot play King Canute with the tides of Europe. They will wash over the sands of his business whether he likes it or not.'

The liveliest debate concerned the controversial issue of bonding and how the Government intended introducing legislation to protect the consumer if a holiday company folds and its holidaymakers need to be repatriated.

Alan Jones, joint managing director of W Robinson & Sons (Tours) of Great Harwood, Lancashire, and president of the Bus & Coach Council's Bonded Coach Holidays, told delegates that Westminster had not yet decided how it was going to implement the scheme.

Peter Rogers: said it would be criminally negligent to allow businesses to suffer in the Single Market because of prejudices.

'Despite not seeming to have the practicalities or knowledge of the coach industry, the Government seems to want to take most responsibility for it - with possibly the BCC and ABTA as trustees.'

However, he warned: 'The BCC is not going to do a lot of unpaid work for the Government. At the moment the whole issue is still in limbo.'

Mr Robinson outlined the workings of the BCH and explained that it currently had £2 million in its bank account in case of a collapse.

He added: 'In all the time the BCH has been going, only one of our members has gone into liquidation and we have never had to use any of the funds.'

Vernon Edwards, who last month joined Dennis Specialist Vehicles as marketing and sales director from Van Hool (UK) talked about European legislation and how it was affecting the British coach and bus manufacturing industry.

'The biggest bone of contention is Regulation 36 and The Society of Motor Manufacturers and

Vernon Edwards: told delegates how European legislation was affecting the British coach and bus manufacturing industry.

Traders has been campaigning for two years to ensure that the directive does not radically change the bus design concepts we have in Britain today.

The seminar was 'very instructive' - Brenda Bevan, of Goodes Coachways.

'In the worst case scenario, it would specify seat, gangway and entrance/exit dimensions which would reduce the seating capacity of all buses and make it impossible to produce a viable mini or midibus. Double-deckers could also face impossible dimensional constraints.

'Discussions in Brussels, using a paper prepared by the EEC commission together with the Department of Transport, targeting safety issues only, have just begun and a rough ride is expected.'

Above: Keith Bastow - described how KHCT had set up companies in Holland and France.
Far right: David Fenton - outlined opportunities for UK operators in Europe.

He added that other directives which determine the design and construction of vehicles included legislation on engine emissions, speed and power, and axle weight harmonisation.

Former ILG Coach Europe operations director, David Fenton, outlined a number of business opportunities for UK operators in Europe - including school travel and exchange trips.

Eurotunnel has been in the headlines for all the wrong reasons over the last month or so, but its marketing executive, Charles Buchanan, gave operators an insight into how the operation will run-and cater for coaches - when the curtain finally goes up in June 1993.

One of the highlights of the day was left until the end when Kingston upon Hull City Transport managing director, Keith Bastow, described how his municipal company had ventured across the Channel and set up companies in Holland and France.

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Clifton cashes in on coach work

THE 62-bedroom Clifton House Hotel in Penrith has an unusual claim to fame - it has an O-licence and runs two coaches - both under three years old.

Run by Bill and Pat Kenyon, the hotel operates its own tours marketed through 10 agents throughout the UK.

Mr Kenyon said the two vehicles were kept busy seven days a week throughout the summer.

After the Saturday change-over runs bringing people from Yorkshire,

Stratford-upon-Avon or Birmingham, the hotel operates an excursion programme with destinations to the Lake District and the Scottish borders.

The work is sufficient to justify two full-time and two part-time drivers.

In winter, Clifton House hosts specialist theme breaks for formation dance teams attracted by the hotel's ballroom and the transport is provided by the two coaches.

Although Mr and Mrs Kenyon have only owned the business for five years, the hotel has had the distinction of running coaches since the 1970s.

Its latest coach is a second DAF DHTD rear engined chassis. Duple 320 was the body choice for the 57-seater, supplied by Hughes DAF.

Graham Barnes finds small is beautiful

GRAHAM Barnes, of Rochdale, doesn't regret moving down to small coaches three years ago.

Difficulty finding premises for large vehicles prompted the move, but he says midi-coaches present fewer headaches, lower costs and the same level of profit.

Barnes Coaches started in 1973 with 53-seaters. The current fleet of four coaches includes two 12-seaters, a 20-seater, together with the latest and largest - a Mercedes-Benz 609D converted to a 24-seat PSV by Made to Measure.

The spec includes high-back Capri seats, soft trim interior colour coded to the seats, lift up roof vents, full length luggage racks with driver's locker, four speaker stereo radio/cassette, electric intake/extract unit, saloon heater, dropped passenger step, decorative curtains, tinted windows and wheel trims.

Mr Barnes said: 'There's plenty of people with minibuses, but there's not as much competition with 20-30 seats.'

He says that the company has not lost out by running 'midis'. 'If someone wants a 40-50 seater coach, then I put two vehicles on.

'Drivers aren't the same problem as with big ones and you don't have the same parking problems.'

Handybuses go into action in Walsall

NEW Wright Handybuses have recently replaced minibuses on some West Midlands Travel routes in Walsall.

The company is gauging passenger reaction to the five buses. They are 34-seat vehicles on Dennis Dart chassis.

Bodywork by Wrights of Ballymena is built using the Alusuisse system of bolted aluminium extrusions for a claimed 50 percent additional strength over the equivalent welded structure.

John Adamson, West Midlands Travel's director of operations, believes the Handybuses have other benefits.

He told *Coachmart:* 'They have the advantage of providing more capacity for passengers and their shopping whilst at the same time being as manoeuvrable as minibuses for the narrow estate roads in Bentley and Lodge Farm.'

You've been buying...You've been buying...You've been buying...You've been buying...

Javelin helps Supreme Coaches stay ahead

SUPREME Coaches, of Coventry, has replaced a two-year-old DAF MB230/Caetano Algarve with a new 12-metre Dennis Javelin purchased from Yeates.

Regular fleet renewal keeps Supreme ahead of the pack and attracts customers to its eight-vehicle fleet.

Like other Supreme coaches, the Dennis Javelin is a standard spec vehicle - the company prefers a straight 53-seater to maximise revenue.

Its Plaxton Paramount 3200 low driver coachwork has reclining seats, courier seat, curtains and radio/PA/cassette.

Supreme's managing director, Ron Bonas, has bought 35-seat Javelins before, but this latest coach is the first 12-metre vehicle.

Earlier this year the company exchanged a Duple-bodied 8.5-metre Dennis for a similar Plaxton-bodied example which had been Yeates' demonstrator.

The Supreme fleet includes vehicles ranging from 16 to 53 seats so that the West Midlands company is sure to cover the market.

Optimo will create new business

JOHN WELSH, partner in the West Yorkshire family business of Welsh's, says a new Optimo II has encouraged him to get in touch with the new industry which is moving into the former mining stronghold around Pontefract.

The Optimo had its moment of fame as it stood on the Toyota stand at Coach & Bus '91, but back in Yorkshire it has been put to work among a fleet of full-size coaches used predominantly on tour work.

Mr Welsh said: 'We're hoping to pick-up some up market work with it. We've had some success in trying to sell the coach when someone rings up for a 15-seater minibus.' He put this down to the coach-like look of the 21-seater. 'It's about the only coach-built small coach on the market.'

Welsh's started in the minibus market in 1968 - only moving up to bigger things in 1980. Mr Welsh said the private hire market for small vehicles was very competitive, but the Optimo was in a class apart. 'Private hire groups will book it for weekend tours to London, Paris or the Rhine Valley.'

Tigers get on board Bryants

RESPLENDENT in white, a Leyland Tiger 321 is the latest coach to take the road down to Bryants, the long-established Somerset company.

Bryants is run by sisters Nancy Bryant and Molly Clark. Nancy has been in the business since 1939 and took control from her father, 'Pop', in 1962. Throughout the past 60 years the coach operation has witnessed the whole spectrum of change which has confronted the industry and the new Leyland brought memories of the pre-war days when the business was in its infancy.

Nancy said that despite the changes regular customers from Williton and neighbouring villages between Bridgwater and Minehead had stayed with the company.

A fleet of 14 coaches is employed on a mix of work from contracts through to excursions and tours.

The Tiger is an additional vehicle and follows two Dennis Javelins bought last year. Nancy explained: 'We usually had Bedfords, but now that you can't get them we decided to give the others a try.'

BCC PRESIDENT AIMS TO BOOST COACH IMAGE

Mike Morgan meets Graham Smith, the new BCC president, and finds a man with a vision - he wants 1992 to be 'The Year of The Coach.'

GRAHAM Smith has the needs of the small coach operator firmly in his sights.

He grew-up with a family business and shares its management with his three brothers. As the BCC's new president he wants to put coaching first.

If the image of the coach industry has improved by this time next year, Graham Smith will feel his 12 months in office have been worthwhile. He wants to boost the public perception of the coach.

Starting at ground level, rather than from the centre, Graham Smith's 'Year of The Coach' campaign depends on operators getting involved.

'We aim to improve public confidence by an awareness of coach travel as safe, efficient, comfortable and economic' - BCC president Graham Smith.

By using local press, TV and radio he is convinced that the industry profile can be raised.

He is first to recognise that the best plans take time to reach their target. It may take a year or two before the industry feels the benefits.

However, the BCC president has clear aims for his year in office.

He wants to:

- Raise the image of the coach industry;
- Raise standards of operation;
- See regular press stories about coaching;
- Make people think about coaches.

Launching the campaign at last month's Coach & Bus '91 show, Mr Smith said: 'With a programme of national and local events, we aim to improve public confidence by an awareness of coach travel as safe, efficient, comfortable and economic.'

The BCC hopes to link with travel and tourism organisations to spread the campaign.

Hence its full title - 'Year of Coach Travel and Tourism.'

By working through the BCC's own regional organisation the plan is to go down to county level.

Said Mr Smith: 'It won't work from Sardinia House because an effective awareness campaign is down to everyone.

'Next year we are pushing the coach. I shall get to every single region to spread the message. It's not a case of looking after individual interests - it's the industry that we need to protect.'

He explained his motivation: 'You can only do something if you get involved.'

BCC chief: wants to boost the public perception of the coach.

Marketing forms the core of the 'Smith Plan'. Perhaps this is a natural spin-off from his role as sales director with Heyfordian Travel.

Nevertheless, the BCC's proposed research programme ties-in neatly. This two-year project will find-out what coach customers want and why they choose the coach.

Mr Smith is keen to blow the cobwebs off the Star Rating System. Presently, this European-inspired plan awaits the patient deliberations of the Patent Office before it can be launched in the UK.

If the system comes in during his presidency, then the 'Year of the Coach' would get publicity.

'Standards of all coaching would benefit,' he said.

There's a third string to his bow - an annual National Coaching Guide. He believes a booklet packed with coaching facts (toilets, parking and tourist venues) would find a ready market among operators anxious to

provide the best levels of service.

The main thrust of the presidential year is founded on the top man's perception of problems facing the industry.

While admitting that the BCC's small operator membership doesn't always appreciate the achievements of those in power, 'The Year of The Coach', together with strengthened communications, will redress the balance.

Graham Smith plans to contact every region during his year in office to spread the BCC campaign message to help protect the coach industry.

'I think it's important that the members realise that we are no different from anybody else. I do a school run when required and we have the same problems.

'I'm doing this job because I have a genuine love of the industry. I'm not an enthusiast, but I believe there are real needs for the industry.'

Graham and his brothers - Roland, Jeremy and Andrew - are second generation coach men.

Their father, Jim Smith (still taking an active interest), started with trucks before identifying the American Air Force passenger transport needs at Upper Heyford - Heyfordian was born.

Since 1940, the company has expanded by acquisition to a fleet of 65 providing a service along the M40 corridor.

The nature of the operation has changed as the needs of the USAF altered. While recognising that the company is larger than average, he is adamant that it shares common problems with other coach operations.

What does Mr Smith see as the main difficulties facing coach operators in 1992?

He identified four:

- The complexity of drivers' hours regs;
- Shortage of good reliable drivers;
- No career ladder for drivers;
- NOT ENOUGH PROFIT BEING MADE.

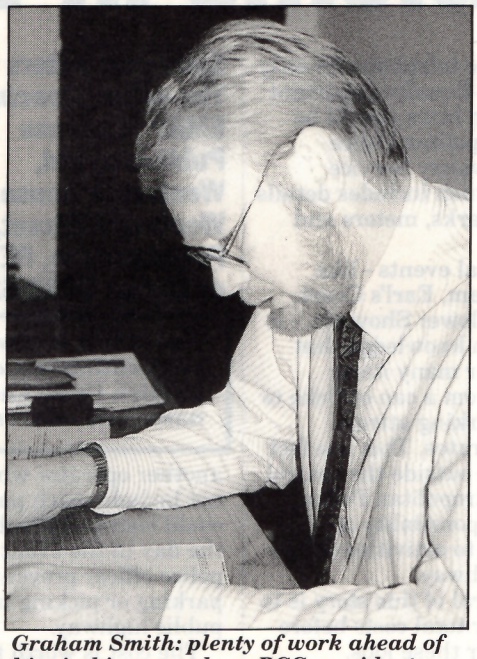
'I don't know of any other industry which is so regulated - hours, maintenance etc,' he said.

Nevertheless, there is a strong strain of pragmatism based on 25 years' experience in the industry.

'You've got to live with it. If you don't like the rules get out of the industry.

'I'd like to see simplification of the hours rules. You can point this out to the Government, but then you have to go to Brussels.'

BUS & COACH COUNCIL



Graham Smith: plenty of work ahead of him in his new role as BCC president - a year when he will be putting the coach uppermost in people's minds.

'I don't know any other industry which is so regulated - hours, maintenance etc.' - Graham Smith, who has identified four main difficulties.

Getting the right price for the job has never been far away from operators' minds.

Mr Smith made his views clear: 'If the industry was any good I wouldn't now have to go out and drive.

'I can never understand why people shop around. They'll spend £5 on drinks quite happily, but complain about spending the same amount on a coach.

'We need to change attitudes by stressing the strengths of the industry.

'The coach operator is his own worst enemy. It's not that the customer won't pay - it's the operator that won't charge' - BCC chief Graham Smith.

'The Dutch are doing it right by going to the children. Schools work is not only bread and butter work - it is our future.

'The problem is that the coach operator is his own worst enemy. It's not that the customer won't pay - it's the operator that won't charge. We're talking the industry down too much.'

Referring back to his own company's need for change, he offers advice to those facing declining business. 'They need to have a critical look at what they are doing. If the phone won't ring, then go out and make it ring.'

As words of comfort he added: 'We are all in the same boat - there's not enough money. But a lot of the blame rests on our own shoulders.'

If the 'Smith Plan' gets anywhere near its target, then the coach industry will be pulling together with a new determination to earn profit out of a quality service.

With the BCC's coach man at the helm there is a genuine desire to promote the coach in 1992 - the year of the coach.

Heyfordian Travel: new BCC president is sales director of the Oxfordshire company.

How to solve coach parking price problems in London

From Bob Pilbeam

SIR

In response to Mr Bevan's letter in *Coachmart,* October 24, it appears that the figure of a £500 fine for street unloading at Twickenham has been somewhat exaggerated.

However, Mr Bevan has brought attention to a fundamental problem which affects all coach operators undertaking visits to London. Unlike many provincial attractions, there are few free coach park facilities and, as most of central London is a controlled parking zone, every coach operator should be aware of the additional cost for parking.

Marksman prepared a valuable guide for costing hires which deserves a place close to the telephone for easy reference. Equally important for London hires should be the Metropolitan Police Coach Advisory Service booklet which includes details of coach parks, meters and charges.

At special events - like Twickenham, Earl's Court, Chelsea Flower Show etc. - it is common knowledge that charges for many items ranging from a can of Coke to vehicle parking attract premium rates. This is a fact of life and outside the control of the Metropolitan Police, whose responsibility is restricted to activities on the public highway.

The moral of this story is to know your total costs before quoting for these jobs. Itemise the parking charge for the customer and explain that a cheaper quote from another operator which does not include coach parking could lead to difficulties on the day in the event of a police officer preventing parking or picking up on the public highway.

The cost is worth the alternatives of frustration caused when passengers and driver have to search for each other or, even worse, should a coach be removed to a vehicle pound.

BOB PILBEAM
COACH ADVISORY SERVICE
METROPOLITAN POLICE
TINTAGEL HOUSE
ALBERT EMBANKMENT
LONDON

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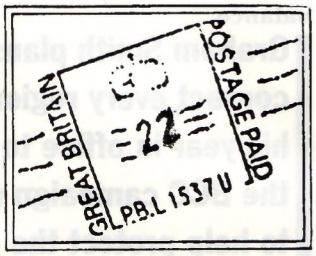

The editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Better pay is needed to stop drivers law-breaking

From Peter Gibson

SIR

You reported *(Coachmart,* October 10) on the conviction of a National Express driver for causing death by reckless driving, and on his subsequent imprisonment.

You also reported that he had driven for over 12 hours in the previous 19, and that he had been earning £80 per week.

How on earth can any man or woman be expected to earn a living and stay within the law on a standard weekly pay of £80 per week?

Those of us who work within the industry know that the law on driving hours is being broken every week, indeed every day!

The effect of deregulation, and the pressure of market forces to reduce costs has forced down hourly rates of pay.

Many employers are quite happy to close their eyes to excessive working hours because it means their drivers can earn a living wage, and costs per mile are kept down.

There are currently several hundred summonses for breaches of hours regulations awaiting a court hearing in London.

The safety of the passengers we carry as well as the safety and lives of coach drivers are at stake.

To ensure the reputation of the industry, its companies and operators, the skills required by drivers must be recognised with a rate of pay which does not force drivers to break the law - with or without the operator's agreement.

The industry cannot afford to get the reputation of being one for 'cowboys'.

Coach driving is a job requiring a high standard of health and fitness, considerable skill and a high level of concentration all the time.

The jailed National Express driver blamed the accident on a 'lapse of concentration'. Surely £6 per hour for such highly skilled drivers is not too much to ask to achieve a reputation for safety.

I am sure that most companies pay that rate for a competent secretary, so why not the drivers?

Only by ensuring a rate of pay that can provide a decent living can we ensure that the kind of incident you report does not drag down the public perception of an industry where drivers work hours that are too long to be safe.

PETER GIBSON
MEMBER TGWU
NATIONAL PASSENGERS SERVICES COMMITTEE
16 LONGLEY ROAD
WEST CROYDON

Worth visiting

From Marksman

SIR

In his letter *(Coachmart,* October 31) Harry Hagan of Czech-In appears to have inferred from my comments on a holiday to Czechoslovakia that the coach crew of which I complained was Czech.

I hasten to correct that misunderstanding. This surely crew was, in fact, Belgian. I did ride on local coaches and buses whilst in Czechoslovakia and, without exception, found the Czech drivers keen to please. Indeed, I had been cautioned to expect indifferent service in shops, restaurants and hotels as an aftermath of Communist repression. In fact I found a generally higher level of caring service than is often the case here in Britain and I totally endorse Harry Hagan's view that it is a country which UK operators should seriously consider including in their future tour programme.

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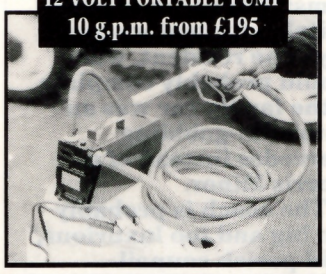

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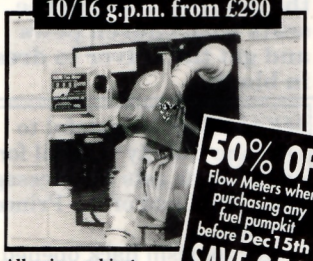

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There's no pleasing some old folk...

Mealstop

EVERY operator's sympathy must be with Dartline of Devon, whose passengers prove beyond doubt that there's just no pleasing some people.

The elderly residents of Ide, a village near Exeter, are provided with a subsidised bus service operated by Devon County Council.

Dartline has the Exeter-Bridford run, and services it with a coach - not a bus - a coach.

Comfortable suspension, high-backed seats, lovely views, plenty of heating and a little background music is the kind of thing most people would expect to be a winning formula. Absolutely not.

The villagers are up in arms: 'The coach is more suitable for motorways,' says one resident, who would probably complain if the family car was an autobahn-gobbling Mercedes instead of a Morris Minor.

'The coach is probably too big and too luxurious,' said parish council chairman, David Weir.

The upshot of these bizarre complaints is that the council has now asked Dartline to switch off the music.

Presumably, the next stage will be to disconnect the heating, replace the seats with church pews and get the driver to dress in black...

Inspectors leave their malt and head north

THE alarming news that almost a fifth of northern Scottish HGV and PCV operators are not toeing the line (see news story on page 9) has got *Mealstop* wondering...

It's no doubt tempting to believe that the VI would never desert their 12-year-old malt at the bar to brave the bitter cold of a Highland winter.

But bedecked in reflective waistcoats and 10 layers of Damart, that's what they are up to.

The object of the exercise is to reduce the 20 percent of operators who run vehicles without licences, have drivers without licences, or have vehicles without PSV test certificates. And quite rightly so.

After all, the last crackdown produced 144 offending cases.

Definitely a case of gross negligence...

MEALSTOP is grateful to Durham County Council for ensuring he gets the message from The Land of the Prince Bishops.

Our tourism hack opened the post to gleefully discover his copy of the November news bulletin. Then he found another, and another, and another, and - indeed - he got SEVEN in the same post!

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Work to ensure 'The Year of The Coach' generates extra business

ONE of the more ridiculous practices of the bus industry, which flies in the face of all known marketing precepts, (egged on, it should be said, by local authorities, who also are notable for their lack of marketing expertise) is that of selling a scarce commodity (to wit: peak hour travel) at concessionary rates.

All marketing wisdom dictates that fare concessions should only be given at off-peak times.

In this matter National Express, the hotel industry and British Rail have got it right. Witness the current promotions of Forte Hotels and BR/Boots.

The former are filling hotels out of season, and the latter Intercity trains at off-peak times, with customers whose money they might not have otherwise seen.

As I observed when last commenting about the Bus & Coach Council's enterprising idea of making 1992 'The Year of Coach Travel and Tourism', it is essential that it features memorable activities which will attract customers who have not previously enjoyed the pleasures and benefits of coaching.

It must be about increasing the size and share of our market, not just a bland, flag waving, exercise. But if that is what we want, those of us who are going to participate and benefit most from it will also have to do something about it.

In that vein, and supplementary to my previous suggestions, the sort of initiatives I would like to see are these:

1 Operators should be encouraged to go and make presentations to the full range of local potential user groups: clubs, associations, Wl, Chambers of Trade, etc.

They need, however, to be equipped with a video which will demonstrate the comfort, safety and style of a modern coach, together with the advantages of coach travel.

Operators making this sort of presentation with such a video would, of course, add their own, personalised, information and might well expect a worthwhile return for the time involved.

2 A national promotion (whether on soap or cereal packets or through a national retailer) by which the customer gets a voucher for either a discount off of a coach travel booking, or a 'two for the price of one' deal from participating coach operators.

Yes, this does involve participating operators giving away something, but the aim would be to gain from it one or more new customers to coach travel.

A promotional campaign must be about increasing our share of the market - not just a flag waving exercise.

This might be regarded as an investment for the future, but if these new passengers like what they see, why, the first dividend might be paid within weeks and the entire capital investment recouped before a year is out.

3 A similar, and simple, idea to get car drivers to sample coach travel would be for participating coach operators to offer selected excursions at 'two for the price of one' if a car registration document is produced at the time of pre-booking excursion seats.

The actual promotion, and the commercial decisions as to which excursions could bear such an element of marketing discount, would be up to the individual operator.

It only needs a shove from the centre and some press releases to get something like this underway.

4 A little bit of central administration would be required for my next idea, but I imagine that it could be self funding by a system of discounts and commissions: the issue of coach travel gift tokens. Gift tokens have been available for books, records and from major stores for years.

Without doubt it would induce coach and related to tourism travel by people who had, until some well meaning friend or relative gave them a voucher, never dreamed of such an activity.

And not just to the value of the voucher either. The receipt of a £5 voucher may well induce the otherwise uncontemplated purchase of two seats on a £200 tour.

5 All of the benefits of the previous four items would be compounded if BCC could persuade the makers of TV travel programmes to feature coach holidays more than they do at present.

From what I see of them, these programmes tend to concentrate on impersonal holidays on which bed space sales are counted by the thousand, which have centralised departure points, and operate at published times of the year at nationally advertisable prices.

Just because coach tourism is, very frequently, operated on a smaller and more local scale and thus not amenable to long screen production schedules, is no reason to exclude it from a travel programme.

Indeed the proximity of the operator to the customer and the variety of packages on offer are two of the selling points of our product which should be 'got over' to the public.

It does not seem impossible to me for travel show producers to feature a region or resort and suggest that, 'Enquire at your local coach operator for details of tours to this place, for example operator 'x' is offering ...'

6 Everyone knows that once a year London taxi-drivers take disabled children for a day out.

Isn't it about time that our industry did something similar?

If, on say a Monday in August (which can be a fairly off-peak day for many of us), 1,000 coach operators agreed to provide just one coach each to take out a group of house-bound persons as nominated by, say, Help the Aged.

This would give not only huge national publicity for the industry ('50,000 house-bound enjoy a day out'), it would also provide quite a bit of local press coverage for all the participating coach operators.

It is not impossible that the even marginal costs involved could be reduced further.

We must win our way into the hearts and minds, purses and pockets, of passengers who are new to coach travel.

This could be achieved if a major fuel supplier would agree to sponsor the fuel costs and, yes it can happen, drivers persuaded to work for nothing on an event of this kind.

My last, and best, thought is that if 1 can think up six wheezes to make this worthwhile venture really take off, the combined brainpower of *Coachmart* readers should be able to come up with some real crackers. No gifts will be awarded for the letter containing the best suggestion as the prize is already there for everyone to grasp... a better future for all of us if we enter into the spirit of this attempt to win our way into the hearts and minds, purses and pockets, of passengers new to coach travel.

TIME TO TAKE STOCK

Maintenance Diary moves into second gear as our volunteers come to grips with the legacy of a hard season and the urgent demands of the onset of winter. Features editor, Mike Morgan, reports.

OUR six Maintenance Diary volunteers took stock during the natural break between school half-terms.

Allander sorted-out problems arising out of the B58's chassis refurbishment and, like Johnson Bros in Worksop, there was a hiccup with the speedlimiter. That other product of the legislators' pen - the tacho - kept Johnson's two-month-old Scania off the road for three days.

Mileage was down in most cases. The combined effect of the end of the main season and the school holiday making its mark. Carmel Coaches took its Leopard into the paint shops and gave its trusty steed a respray in fleet colours. Mike Scoins at Guardian International was hoping to use the time to advantage, but disaster struck - twice.

The Scoins household was the subject of an arson attack whilst they were on their way to Kortrijk in Belgium. Although this had little effect on the Guardian business, the knock-on effects were compounded by a theft from the DAF/Jonckheere featured in this survey.

News from Staffordshire is not all bad. Mr Scoins had a fruitful visit to Coach & Bus '91 at the NEC. He said: 'The show gave us many contacts for spares. We now know we could have got an air bag for £49.50 from Bus Bits and More of Alcester instead of £175 from DAF main agents.

'Also a tail-pipe for our Algarve, which cost over £30 at the DAF agent, was for sale at the show for £9 from Commercial Exhausts of Warrington.'

Last month Maintenance Diary took a one-off detailed look at Excelsior's test Dennis Javelin. Although the six sample vehicles only received a brief mention, the operators were introduced in the October 31 issue of *Coachmart*.

Variety and contrast is the name of the game. Largest of our operators, Silver Coachlines, runs 30 vehicles - including 13 Setras. One of its 1989 examples features in our survey. It has just sailed through its MoT after needing only minimal special attention in the Edinburgh company's in-house facilities.

Silver Coachlines managing director, Ivan Ford, says the company buys genuine Kassbohrer parts unless it can source direct replacements elsewhere.

Above: Silver Coachlines - its 1989 Setra has just sailed through its MoT test.

Right: Allander's Volvo returned to Plaxton and Volvo.

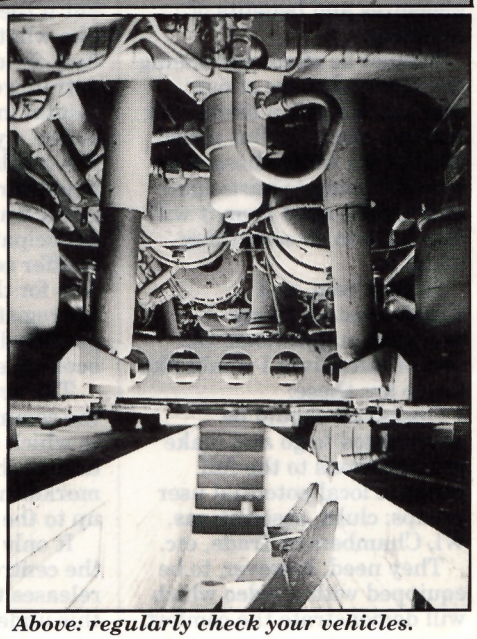
Month Two - October 1991

ALLANDER'S VOLVO - Specification

Chassis - Volvo B58
Engine - Volvo THD 100
Gearbox - ZF six-speed
Body - 1991 Plaxton Paramount 3200 - 49 seats
Date first registered - August 1979

Maintenance report

Mileage this month - 2,705 miles
Total mileage since September 1, 1991 - 9,425 miles
Type of work - private hire and day tours
Fuel used this month - 297 gallons
Total fuel used since September 1, 1991 - 1,035.5 gallons
Fuel consumption this month - 9.1 mpg
Average fuel consumption since September 1, 1991 - 9.1 mpg
Engine oil used this month - four pints
Total engine oil used since September 1, 1991 - one gallon
Tyre maintenance this month - nil
Problems rectified this month - rear brake sticking on.



Above: regularly check your vehicles.

During refurbishment the sand blasting operation of the chassis had caused the yokes and pins to seize - these have been stripped and cleaned.
New lock nuts fitted to secure rear anti-roll bar.
Auto-drain valve for air tank overhauled with repair kit.
The coach was returned to Plaxton for repair of defective heater, and then returned to Volvo under warranty because its speedlimiter was discovered to be causing a restriction on the accelerator.

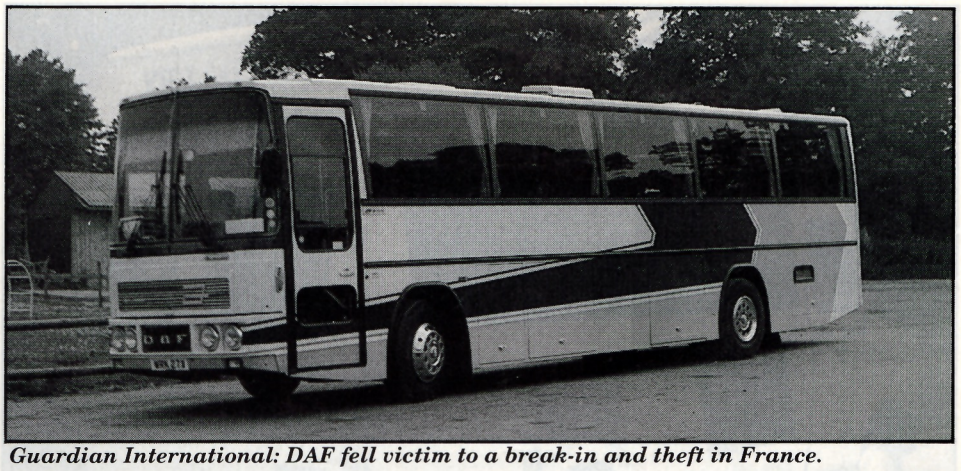
CARMEL'S LEOPARD - Specification

Chassis - Leyland Leopard PSU5 - 12-metre
Engine - Leyland 680
Gearbox - five-speed semi-automatic
Body - Plaxton Supreme 3 - 55 seats
Date first registered - April 1979

Maintenance report

Mileage this month - 1,490 miles
Total mileage since September 1, 1991 - 3,285 miles
Type of work - school contracts and private hire
Fuel used this month - 158 gallons
Total fuel used since September 1, 1991 - 364.4 gallons
Fuel consumption this month - 9.43 mpg
Average consumption since September 1, 1991 - 9 mpg
Engine oil used this month - nil
Total engine oil used since September 1, 1991 - four pints
Tyre maintenance this month - nil
Problems rectified this month - offside wiper arm replaced, new brake light switch fitted, quick release valves on gearbox leaking.
Comments - Tony Hazell told *Coachmart:* 'It was a quiet month due to the school half-term holiday, so the opportunity was taken for the coach to be resprayed and signwritten in our full livery.'

Johnson's Scania: spent three days off the road.



Guardian International: DAF fell victim to a break-in and theft in France.

THE VEHICLES

Chassis	Body	Operator	Location
Volvo B58	Plaxton 3200	Allander Coaches	Milngavie
Leyland Leopard	Plaxton Supreme 3	Carmel Coach Travel	Okehampton
DAF MB200	Jonckheere Bermuda	Guardian International	Rugeley
Scania K113	Van Hool	Johnson Bros Tours	Worksop
Leyland DAF 400	Crystals	K Valley Coaches	Woking
Kassbohrer	Setra 215HD	Silver Coachlines	Edinburgh

GUARDIAN'S DAF - Specification

Chassis - DAF MB200
Engine - 11.6 litre DAF DKFL 256 bhp
Gearbox - ZF six-speed S6.90 with splitter
Body - Jonckheere Bermuda
Date first registered - 1982

Maintenance report

Mileage this month - 2,730.6 miles
Total mileage since September 1, 1991 - 5,668.6 miles
Type of work - tours, private hire and school contracts
Fuel used this month - 253.18 gallons
Total fuel used since September 1, 1991 - 609.18 gallons
Fuel consumption this month - 10.78 mpg
Average fuel consumption since September 1, 1991 - 9.3 mpg
Engine oil used this month - one gallon
Total engine oil used since September 1, 1991 - two gallons
Tyre maintenance this month - nil
Problems rectified this month - the nearside rear air bag was replaced and a new self-levelling arm mechanism fitted.
A couple of oil leaks were rectified when the coach had its four weekly inspection.
Comments - the DAF fell victim to a break-in and theft while in France on a school trip.
The First Aid kit, driver's duty free and the vehicle documents (registration document, insurance certificate, MoT and last maintenance sheets) were stolen.
Mike Scoins says: 'We get reports of good ride and comfortable coach from passengers.'
However, not all customers respect the vehicle. After a football job some rear seat arm rests required recovering.

K Valley: all its vehicles are non-smoking.

JOHNSON'S SCANIA - Specification

Chassis - Scania K113
Engine - 11 litre Scania DS11 320 bhp
Gearbox - GS772 Scania five-speed with splitter
Body - Van Hool
Date first registered - August 1991

Maintenance report

Mileage this month - 3,346.6 miles
Total mileage since September 1, 1991 - 6,617.6 miles
Type of work - tours and private hire
Fuel used this month - 338.2 gallons
Total fuel used since September 1, 1991 - 646.7 gallons ▶

Above and left: K Valley's Leyland DAF - running like a dream apart from engine vibration.

Engine - Peugeot 2.5 litre direct injection
Gearbox - Peugeot five-speed
Body - Crystals 16 seats (all with belts)
Date first registered - August 1991

Maintenance report

◀ Fuel consumption this month - 9.89 mpg
Average fuel consumption since September 1, 1991 - 10.23 mpg
Engine oil used this month - nil
Total engine oil used since September 1, 1991 - nil
Tyre maintenance this month - nil
Problems rectified this month - the Scania spent three days off the road waiting for a new Veeder Root tachograph head. Eventually one was located at a truck dealership.
The original head had a defective drive which prevented the chart recording the drive/break mode. An updated version of the 8300 has solved the problem.
Anthony Johnson described the delay as 'unbelievable.' A problem with the Econocruise speedlimiter has also been fixed - the cable was catching. It was sticking-on between 1,000-1,200 rpm and preventing the engine from idling at its correct speed. Anthony Johnson believes the defect adversely affected fuel consumption.

K VALLEY'S LEYLAND DAF - Specification

Chassis - Leyland DAF 400

Mileage this month - 1,398 miles
Total mileage since September 1, 1991 - 2,729 miles
Type of work - school contract and private hire
Fuel used this month - 57.4 gallons
Total fuel used since September 1, 1991 - 98.16 gallons
Fuel consumption this month - 23.18 mpg
Average fuel consumption since September 1, 1991 - 27.8 mpg
Engine oil used this month - one pint
Total engine oil used since September 1, 1991 - one pint
Tyre maintenance this month - nil
Problems rectified this month - nil
Comments - Frank Trotman said: 'There's a strange vibration from the engine on tick-over. Otherwise it is running like a dream - much better than the Freight Rovers did and with less problems.'

SILVER COACHLINES' KASSBOHRER - Specification

Vehicle - Kassbohrer Setra 215 HDI
Engine - Mercedes-Benz OM422
Gearbox - ZF six-speed
Body - Setra 215HD
Date first registered - April 1989

Maintenance report

Mileage this month - 3,379 miles
Total mileage since September 1, 1991 - 8,743 miles
Type of work - private hire
Fuel used this month - 379 gallons
Total fuel used since September 1, 1991 - 1,002 gallons
Fuel consumption this month - 8.9 mpg
Average fuel consumption since September 1, 1991 - 8.73 mpg
Engine oil used this month - nil
Total engine oil used since September 1, 1991 - nil
Tyre maintenance this month - nil
Problems rectified this month - chassis steam cleaned for MoT; front wheel bearings removed, cleaned and replaced; chassis greased; both wiper blades renewed; three new seat recline rams fitted, and broken rear bumper bracket repaired. MoT passed on October 24.

FIND OUT HOW OUR SIX OPERATORS ARE COPING WITH VEHICLE MAINTENANCE BY READING *COACHMART* ON DEC 12

Our operators have been keeping an eye on their vehicles in month two of Maintenance Diary.

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Weekly report on law and the coach operator by Michael Jewell

Happy Days cleared of drivers' hours offences

HAPPY Days (Woodseaves) has been cleared of permitting its employees to break the drivers' hours rules by the Eccleshall magistrates.

The company had pleaded not guilty to eight alleged offences of permitting six drivers to drive for four-and-a-half hours without taking the required break and to exceed the daily driving limit. The magistrates ordered that the company's defence costs be paid out of public funds.

The six drivers were ordered to pay fines and costs totalling £870. A number said they had received no specific instructions about the regulations from the company.

Anthony Bullock admitted two four-and-a-half hour driving offences. It was said both offences occurred during the night, and in each case Mr Bullock had carried on to get where the passengers needed to be. The facilities to stop and rest in the early hours were very limited. He was fined £225 and ordered to pay £40 costs.

Kenneth Soden admitted one four-and-a-half hour driving offence and one of exceeding the daily driving limit. He said he had miscalculated his driving time during the day. He had a coach with no toilet facilities and at that time in the morning there was nowhere to stop. He was fined £150 with £40 costs.

Dennis Williams admitted one similar driving offence. It was said that he had interpreted the regulations wrongly. If the interpretation had still been of separate periods of four-and-a-half hours, instead of the rolling period of that time, no offence would have been committed. Mr Williams was fined £40 with £40 costs.

John Eldershaw (fined £60 with £40 costs); Frank Parker (£55 with £40 costs); and Ronald Simpkin (£100 with £40 costs) all admitted one offence of exceeding the daily driving limit.

Happy Days: no evidence it turned a 'blind eye' to offences.

Prosecuting for the DTp, Michael McKnight, said the matters had arisen as a result of a routine check of the company's tachograph records. The prosecution case was that Happy Days permitted the offences by a lack of a proper system and by sloppy procedure. Proper instructions were not given to the drivers. The tachograph charts should have been checked, discrepancies brought to the attention of the drivers and disciplinary action taken.

The prosecution alleged that Happy Days allowed the offences to be committed by turning a 'blind eye' to the obvious. It had not made sure drivers knew the regulations or complied with them.

DTp traffic examiner, Richard Denby, said he had carried out a check of the company's charts for the months of July and August last year. When he interviewed managing director, Brian Austin, and traffic manager, Neil Austin, about the offences discovered, he was told the charts were handed to Neil Austin who said he checked them and 'got on their backs about them.'

He said the action taken was verbal and he had never given anyone a written warning, though he supposed he should have done that as well. Mr Austin had said a number of computer analysis firms had been tried on a trial basis.

Mr Denby said print-outs showing offences by Mr Bullock and Mr Simpkin were produced. These were for two drivers only, and did not fulfil the company's responsibility to check the charts of all the drivers. He was told Happy Days was not still using computer analysis but would be doing so in the future. The conclusion he had drawn from speaking to the drivers and the company was that there was no system in place for the checking of drivers' records.

Mr Denby said there was nothing in the regulations requiring an employer to check each individual chart. The requirement was that employers make periodic checks to ensure that the regulations were complied with. He had looked at in the region of 450 charts in the period concerned, involving 20 drivers. He agreed the drivers' signatures were on the computer print-outs, showing that discrepancies had been brought to its attention. He agreed that unless the drivers were instructed to exceed the hours limits, the company would not be aware of the offences until after they had been committed. There was no suggestion Happy Days had deliberately instructed drivers to commit offences and it could be as much as three weeks later before they came to the company's notice.

Mr Backhouse said various High Court decisions had laid down the principle that in order to establish a case the prosecution had to show that the company either had actual knowledge of the offences it was said to have permitted, or that there had been deliberate disregard of the obvious in that it knew that further offences would be committed. A mere failure to have a proper system of checking was not enough.

Actual knowledge was not suggested in this case. Consequently, the prosecution had to show the offences were so prevalent that had there been an adequate system the company had to have known further offences were likely to be committed. The evidence was that the company had discovered faults and drawn them to the drivers' attention.

There was no evidence that other offences would have been discovered if the company had looked at the charts more closely. There was no evidence of any repetition. Out of 400 odd charts, there were eight offences by six drivers, four of whom had only committed one offence. There was no pattern of offending and no previous history to suggest the drivers had done anything more than commit isolated offences, and in two cases the company had discovered the faults.

There was no evidence that Happy Days wilfully turned a 'blind eye' to a pattern of offences.

Weekly report on law and the coach operator by Michael Jewell

Michael Jeal loses ban appeal

MICHAEL Jeal, who trades as Panther Buses, of Crawley, has lost his appeal against a three-month ban on the operation of local services and an order that he repay 20 percent of the fuel duty rebate grant he received over a three-month period.

The orders were made in May by the South Eastern traffic commissioner, Brigadier Michael Turner, following complaints from London and Country (South West) that Mr Jeal had frequently not operated local services in the Crawley area in accordance with their registered particulars and furthermore had operated unregistered services.

Evidence by London and Country and DTp traffic examiners about the way the services were operated in February and March was unchallenged before the commissioner. Mr Jeal and his former operations manager explained that what had happened had occurred against the background of fierce competition between Panther Buses and London and Country.

Both said the incidents had occurred without the knowledge and approval of Mr Jeal himself. The former operations manager sought to take the full responsibility, saying he had operated the fleet in such a manner in response to similar tactics on the part of London and Country. As soon as Mr Jeal discovered what was going on the operations manager was dismissed.

In his decision, Brigadier Turner, said that a licence holder was responsible for the actions of the firm which was operating under the licence.

The tribunal said Mr Jeal's lack of knowledge showed his failure to effectively manage his PSV business.

He could not evade responsibility by blaming employees. It was the licence holder who must answer for what went on. It was clear to him that Mr Jeal had not made any determined attempt to operate the services as registered and furthermore that he had run unregistered services at will when it seemed they might be profitable. Whatever the competition, there was no excuse for that, and he had to say that it was the most blatant case he had yet dealt with. For that reason, he proposed to impose a severe penalty.

On appeal, Colin Ward, for Mr Jeal, argued that the fact that he was unaware of the acts and omissions, and moreover had deliberately been kept in a state of ignorance by his operations manager, meant that his responsibility was so minimal as to amount to a 'reasonable excuse' for his conduct under the 1985 Act. He also argued that the penalties imposed were draconian, and far too severe bearing in mind that the acts and omissions complained of had occurred without Mr Jeal's knowledge or approval. He maintained that the commissioner ought not to have imposed a condition which would inevitably have very severe financial consequences without first exploring those consequences with Mr Jeal.

Rejecting those arguments, the tribunal said Mr Jeal was the owner of the business, the holder of the licence and furthermore the designated transport manager. His lack of knowledge demonstrated his failure to effectively manage his PSV business. It did not consider that Mr Jeal could absolve himself of responsibility for the manner in which vehicles were operated under his licence by the claim to have delegated its management to a servant, however trusted.

In the tribunal's view, Brigadier Turner was fully justified in the serious view that he took. It said the evidence showed the most flagrant disregard for the obligation to run services in accordance with their registered particulars. Neither did it consider that it was necessary for the commissioner to explore with Mr Jeal the financial consequences of the penalty that he was intending to impose. The tribunal added that Brigadier Turner had vast experience upon which to draw, and it was satisfied that by virtue of that experience he would have a very clear idea of the likely impact of his decisions upon Mr Jeal's business.

Tribunal clears Midland Red (South)

THE decision of Midland Red (South) to sack bus driver Frank Grainger, after he had seized the engine of his bus, has been held to be fair by a Birmingham industrial tribunal.

Dismissing Mr Grainger's claim for compensation for unfair dismissal, the tribunal said that he was sacked on January 11. It said the dismissal was fair because on January 10 he had continued to drive a bus in the course of his employment after he had become aware that the oil warning light and buzzer were activated, so that the engine seized up.

The tribunal said Midland Red (South) acted within the band of reasonable responses open to a reasonable employer.

Allenways' MD warned over drivers' offences

WEST Midland traffic commissioner, John Mervyn Pugh, has taken no action against Allenways Coaches of Birmingham, despite hearing of drivers' hours offences.

However, he did severely warn its managing director, David Watkiss, about the company's future conduct after hearing that in June it was ordered to pay £4,100 in fines and costs after Birmingham City magistrates were told that a driver had to be physically woken up by passengers after falling asleep at the wheel of a vehicle.

Two drivers - and the Allenways manager, Ronald Freeman - were fined a total of £1,170 *(Coachmart,* June 27).

Disciplinary proceedings were adjourned early in October after Mr Watkiss had admitted that the fines had not been paid. Mr Mervyn Pugh warned at the time that if they had not been paid in full within seven days he would suspend its licence.

When the hearing resumed, Michael Carless, for Allenways Coaches, said that the fines and costs had been paid and added that it would be harsh to take the company off the road in the circumstances.

He told Mr Mervyn Pugh that Allenways was a well established company and that the actions of Mr Watkiss had tarnished the company's name.

Mr Carless said that Mr Watkiss quite obviously knew the drivers' hours rules would be breached when he accepted the contract.

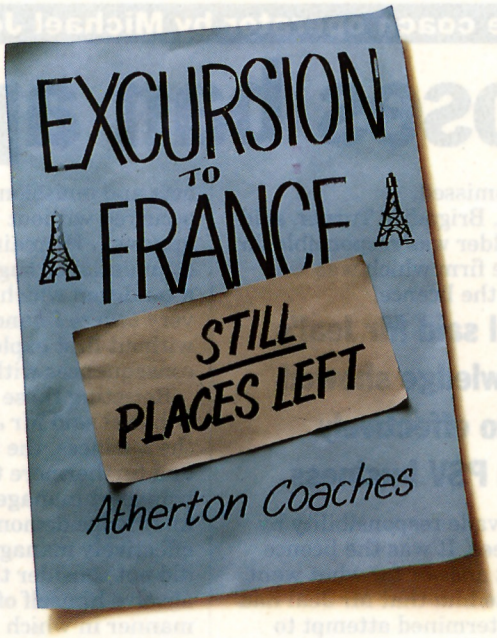
He should have said: 'This is outside the law and I am going to have nothing to do with it.'

Mr Mervyn Pugh said that he was very mindful of another well known company, Go Whittle, which had appeared before him after receiving similar fines.

On that occasion he had given it a severe warning. Mr Watkiss had admitted that he had tarnished the once great name of Allenways and had paid his debt to society. In those circumstances, said Mr Mervyn Pugh, justice had been done.

However, he added: 'Should there be any further breaches of the law, I would have to say that the time has come for David and Margaret Watkiss to leave the industry.'

Mr Mervyn Pugh directed that the licence renewal application by Allenways, and the associated Claribel Coaches, be heard together at a public inquiry in 1993.



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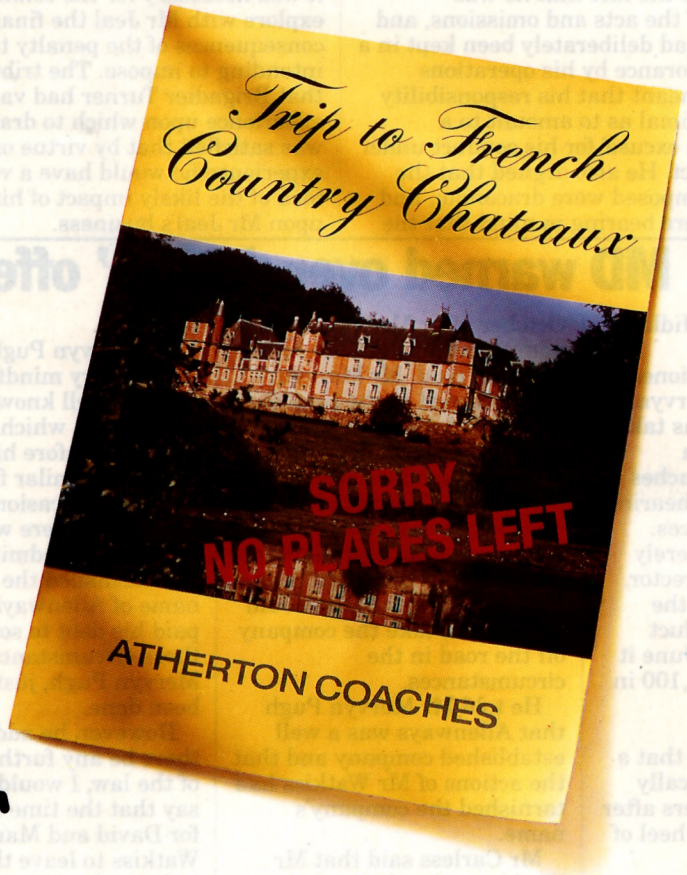

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Ascot day a winner after 100 attend

ASCOT Racecourse's second coach and tour operators' familiarisation day has been hailed a success by the organisers who say that over 100 companies were represented.

'Ascot is a huge and formidable place and although many companies bring customers to us, they are not able to talk knowledgeably about our facilities,' said marketing manager, Jane Horsman. 'Therefore many people turn up at the course literally not knowing which way to turn.'

The day involved an introductory talk and question time in the new Queen Anne Building, followed by a full tour of each of the enclosures. After lunch everyone was treated to a day's racing.

'Our aims are to tell people that, as well as the world famous Royal meeting, there are 19 other days of sport spread throughout the year,' added Jane.

'And the Silver Ring is still only £3 at every meeting and has never been full - not even during Royal week.'

Any coach or tour operator who would like to be invited to the next familiarisation day - in Spring 1992 - should contact Jane Horsman at Ascot Racecourse, Ascot, Berkshire. Tel: 0344 22211; Fax: 0344 28299.

● Ascot has also announced its rates for the Royal meeting next year. These are: Tuesday, June 16 - £19; June 17 - £22; June 18 - £22; June 19 - £19.

It says that coach companies should order their tickets for the Grandstand, Paddock and Tattersalls well in advance for the first three days.

For unsold tickets, no refunds will be considered after April 1, 1992.

THE museum of Science and Industry in Manchester has raised almost £2 million to renovate the oldest railway building in the world - the Liverpool Road Station from which Stephenson's 'Rocket' set off towards Liverpool. Work on the building - which is in a remarkably original state - starts early next year to finish in 1993. The site will be open to train buffs so they can watch the progress. Above: Tourism minister, Viseount Ullswater (far left) visits the site.

Satellite at Holiday Inn

HOLIDAY Inn is to cover the whole of Europe with its satellite communication system, Holidex.

The 10 communication centres in Europe will allow room availability and rates to be communicated with the reservations system faster than has been possible in the last three years, during which American Holiday Inns have been operating Holidex.

'Now a reservation agent in any of our 10 European reservation centres will be able to have instant access to information on Holiday Inn hotel rooms anywhere in the world,' said a spokesman.

Holiday Inns has added to its 320,000 bedrooms with the 150-room Holiday Inn Garden Court at Hanover.

Tourist board planner puts school trips on agenda

NORTH-WEST operators expanding into the lucrative school day trip market can get valuable information about venues from the North West Tourist Board's planner.

The wall chart gives National Curriculum information about 100 museums, art galleries and other attractions in the area, showing the facilities which are offered to school groups. The compilation has been done by educationalists to ensure the validity of each attraction.

In all, 4,000 schools have been given copies of the wall chart - to help 'educate' teachers into setting up more trips next year. Operators could feasibly pre-empt schools by using the information to suggest suitable itineraries, venues and costs.

● The North West Tourist Board has moved to Wigan Pier. The new address is Swan House, Swan Meadow Road, Wigan Pier, Wigan WN3 5BB, Tel: 0942 821222, Fax: 0942 820002.

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Operators urged to cater for football

A BUSINESS-to-business exhibition being held at the Wembley Hilton on December 8 could provide operators with off-season business.

The British Isles Soccer Tournaments Association is hosting a three-day event at which amateur football tournaments from around the world will be represented. According to organiser John Close, the UK hosts 20,000 players a year, with huge opportunities for coach travel.

'I'm surprised that our business-to-business exhibition on Sunday hasn't attracted a few coach operators,' he said. 'There are tremendous opportunities to talk to organisers about their requirements.'

Among tournaments represented are the Dallas Cup, the USA Cup, Dana and Haarlem Cups and many others. 'It is surprising that there are so few opportunities for companies to promote directly to the huge soccer market in the UK,' said chairman of BISTA, Tim Stearn.

'Our free-entry exhibition on Sunday is in great demand and should be well-attended.'

A stand at the exhibition costs £125 for an area three metres by two metres. Contact John Close, Tel: 0782 722888, Fax: 0782 722638, for full details.

Tower Hill Pageant puts Thames' history on show

GROUP discounts of either 10 or 15 percent are being offered on London's newest attraction, Tower Hill Pageant.

The 'dark ride' museum details 2,000 years of London's history from Roman times with a variety of displays as varied as exhibits borrowed from co-operators The Museum of London to reconstructions of ancient London streets.

The Tower Hill Pageant is in the former basement of warehousing built at Tower Hill in the mid-1800s. Owned by Culverin Consortium, the attraction offers visitors an insight into the history which quite literally shaped the Thames - the waterfront was pushed out further into the Thames than when the river was lined with marshland.

The exhibition takes the form of computer-controlled cars running through the vaults, passing historic scenes. To achieve this, Tower Hill Pageant has been in build for five years.

The venue is attractive to both domestic and incoming groups, the latter being able to hire 'Walkman' tapes in Japanese, French, German or Spanish. The disabled can get access to it via ramps and lifts, plus purpose-built cars to take a wheelchair.

Above the exhibition are a number of shops and a MacDonald's restaurant. Opening of the exhibition is from 9.30 am to 5.30 pm in summer, closing an hour earlier in winter.

There are already plans in hand to produce a schools' pack, but at the moment, a guided tour is available.

Prices are £4.50 for adults, £2.50 children, or £12 for a family ticket. Groups get a 10 percent discount on these prices in summer, and 15 percent from November to March inclusive.

For full details and leaflets for Tower Hill Pageant, contact Sandy Moretto, Tel: 071 702 0982, Fax: 071 702 3656.

Tower Hill Pageant: Potted history on a computer-controlled 'dark ride.'

Spalding garden centre builds huge exhibition hall

SPALDING'S best-known group visitor attraction, Springfields, is building a new exhibition centre to open in time for the tulip parade.

The giant garden centre is involved in four major events this year, including the Spalding Flower Festival which last year attracted well over 1,000 coaches. 1992's event is on May 2, 3 and 4, encompassing the usual carnival floats and special shows at the football stadium, for which £2 entry is charged.

To cope with the inevitable traffic generated by this annual event, Springfields has started work on 20,000 square feet of exhibition halls, a 100-seat restaurant and additional coach and car parking. The centre has already been booked for 20 additional exhibitions in 1992.

Full details of Springfields and the Spalding Flower Festival next year are available from Brian Willoughby, Tel: 0775 724843, Fax: 0775

Tall ships regatta reaches Mersey next August

MERSEYSIDE hosts the final leg of one of the biggest tall ship regattas ever during August 1992.

The Grand Regatta Columbus '92 celebrates 500 years since Columbus' historic voyage which opened up America. The finest tall ships in the world will be finishing an Atlantic marathon in the Mersey, accompanied by a number of events.

On August 12, the ships sail into Vittoria Dock at Birkenhead, and the Albert Dock in Liverpool. The following day, there will be a quincentennial concert at the Philharmonic Hall, and on the Saturday, a Regatta Naval Parade, and Liverpool Commemoration ceremony at Metropolitan Cathedral. The same day, there is a musical firework display over the Mersey. The finale is a Grand Parade of Sail on Sunday, August 16.

The Vittoria Dock, Birkenhead, is the main area for the public, opening on Wednesday, August 12, and Saturday, August 15. Some ships will allow boarding from August 13 to 15, at the discretion of their captains. Full information will be provided by Merseyside Tourism Board , on 051 709 2444.

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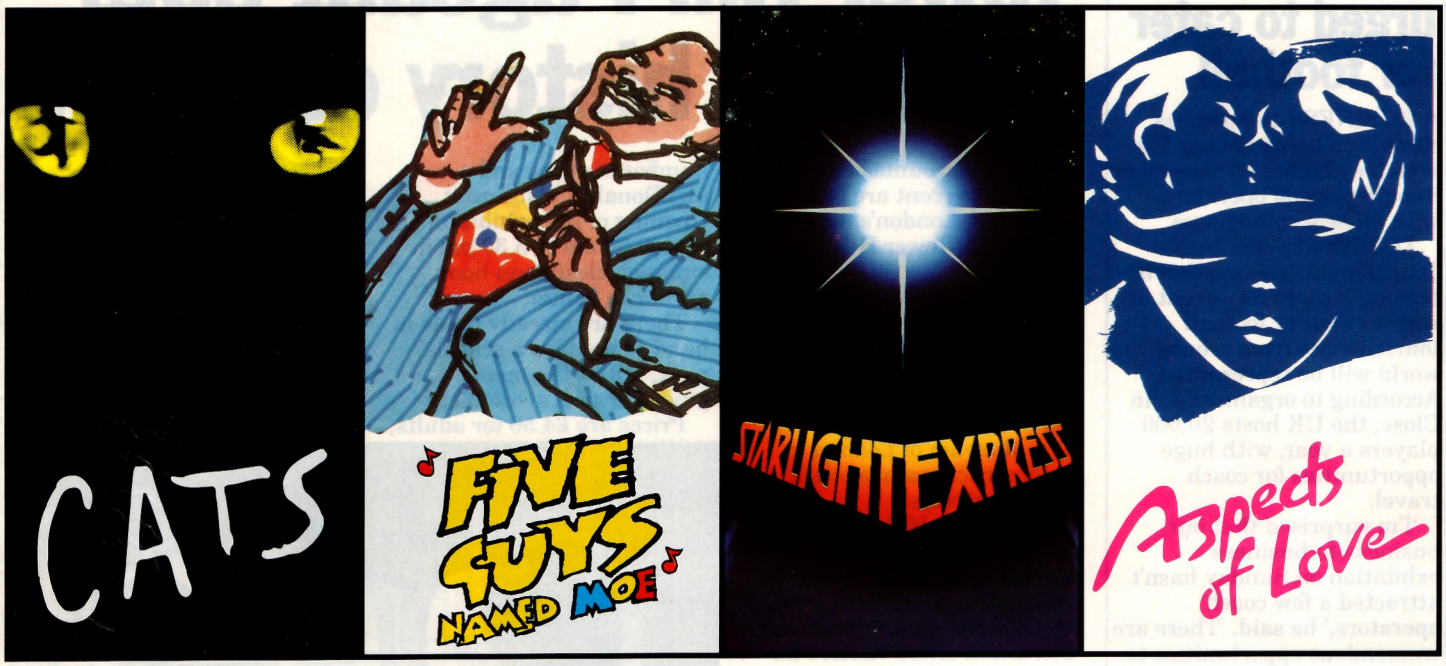

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CATS matinee followed by dinner at Shuttleworth's and one night at the Ibis is now booking from only £41.50 per person!

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STARLIGHT EXPRESS (best seats) and a super three course pre-theatre meal at di Mimmo's from £45.00 per person!

ASPECTS OF LOVE and overnight accommodation in the Swallow International Hotel from £49.50 per person!

LES MISERABLES (best seats) and overnight accommodation in the Royal Horseguards Thistle is only £64.50 per person!

JOSEPH AND THE AMAZING TECHNICOLOR DREAMCOAT (best seats) and one night's accommodation with full breakfast from only £57.50 per person!

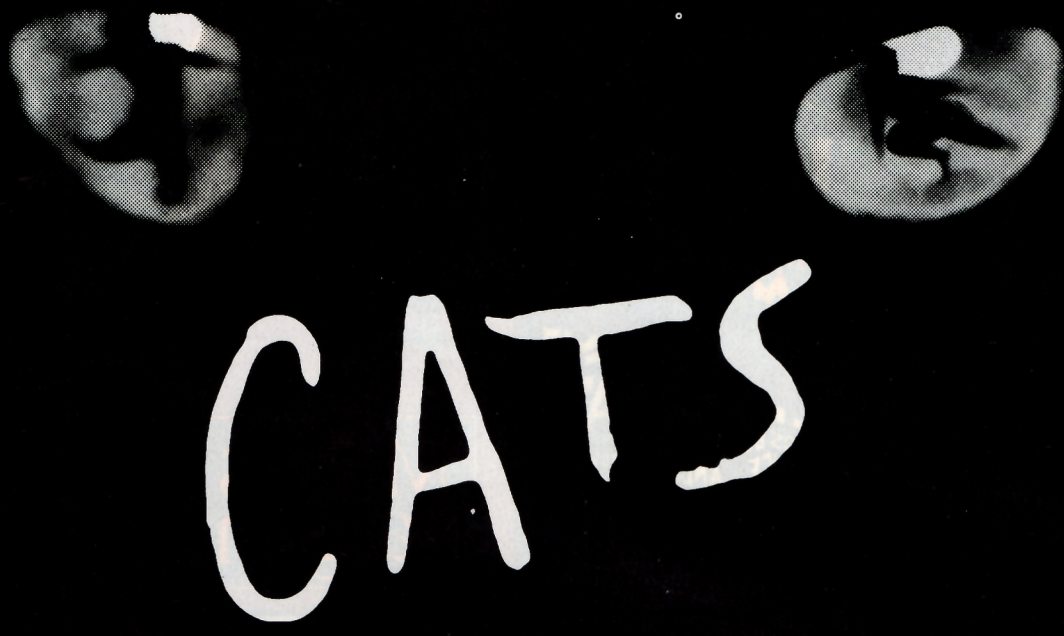
MISS SAIGON (Wednesday matinee), a lunch at a Taylor Walker Tavern and a Walking Tour of Theatreland is just £35.00 per person!

THE PHANTOM OF THE OPERA and two nights accommodation at the Tower Thistle Hotel from just £69.95 per person!

Best seats are available for all these shows - in some cases as far ahead as next summer - and all can be linked with a pre-theatre meal for no more than £47.95 per person!

CALL TICKETMASTER PLUS NOW on 071 836 8878 or FAX US on 071 379 1503.

NOW AND FOREVER



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THE NORTHERN PREMIERE

CAMERON MACKINTOSH presents

Les Misérables

THE WORLD'S MOST POPULAR MUSICAL

THE PALACE THEATRE MANCHESTER

Opens 14th April 1992

Booking until 10th October 1992

Supported by **Manchester Evening News**

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£2.00 OFF TOP TWO PRICES.
GROUPS OF 50 OR MORE: ONE FREE SEAT

GROUP BOOKINGS: 061-236 9926

LONDON PRODUCTION BOOKING THROUGH 1992

Newly-opened Glades' parking for cars only

BROMLEY'S Glades Shopping Centre has opened... without its own coach parking facilities.

The 135-shop complex incorporating one of Marks and Spencer's biggest stores, Debenhams and Boots admitted to *Coachmart* last week that coach parking had to be pre-arranged.

'We have no direct coach parking,' said a spokesperson. 'But we have alighting points close to the entrance which provide cover for passengers.'

Car parking is available, in a car park over the Capital and Counties-run centre. And the Glades expects a good Christmas season.

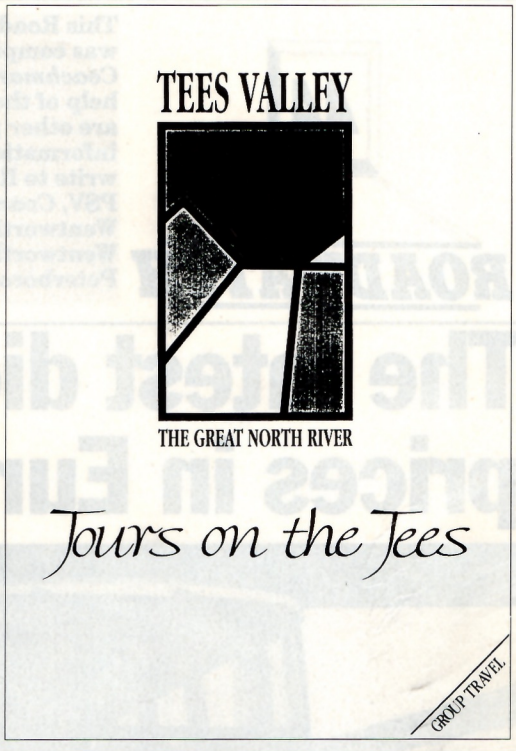
Already 75 percent of space has been occupied, and retailers such as Olympus Sports, Levi's, Jaeger, Mondi, County Books, Torq and Eurostyle are poised to move in. The centre has a 330-seat food hall.

THE TEES Valley is attempting to steal the thunder of its better-known neighbours with a new group brochure, Tours on the Tees.

The guide includes everything from suggested itineraries to town maps, from industrial attractions to picnic sites and services. A large number of useful phone numbers are listed, together with a comprehensive guide to hotels in the area suitable for groups of up to 50.

'The two main sales points for the 70-mile corridor of the River Tees are firstly to stay locally to avoid 'honeypot' prices, and secondly to use the Tees Valley as the gateway to theme country,' says Tees Valley tourism director, Don Waterman. 'Within easy reach are the Captain Cook Trail, the Herriott Dales, the Land of the Prince Bishops, and Catherine Cookson Country.'

Copies of the Tours on the Tees group travel manual are available from Don Waterman, Tel: 0642 300671, Fax: 0642 320160.



Tour wholesaler says 1992 will break records

TOUR wholesaler Norman Allen Group Travel has revealed that 1992 - its 20th year in business - has broken all records.

Already contracted turnover is up by around 45 percent, said managing director, Simon Allen: 'There is a lot of optimism,' he told *Coachmart*.

'Of course, the final analysis will be done at the end of the season but so far, operators are pinning a great deal of faith in 1992.'

Growth areas for NAGT have been long breaks in France - especially in wine-growing regions new to the brochure - long Norwegian breaks, and Dutch short breaks.

'Floriade has had a bearing on Holland,' said Mr Allen. 'But it is evident that longer breaks to cross-channel destinations are not selling as well.

'There is, though, a market for more unusual destinations. For instance, we have organised one tour through Czechoslovakia and Hungary. I believe there are now more coach operators prepared to try something new, and they will prosper by it.'

NAGT's Arctic Circle tour - which Grand Edwardian Touring sold successfully last year - is in the 1992 brochure at £578.60 for 10 nights at three-star hotels, including ferry crossings. Fishwicks also tried a similar tour last year, with great success, but travelled well into the Arctic Circle with a tour three nights longer.

Assmanshausen in the Rhine Valley is being sold at £148.70 for five nights, and five nights in the Dordogne £178.40. Two nights to Floriade is £81.50.

Full details from Simon Allen, Tel: 0432 277666.

● NAGT company secretary Rhi Robinson has joined the board as operations director.

Coach park UNDER hotel

GIANT Paris hotel the Frantour Berthier Brochant has installed a 20-coach parking facility UNDER the building.

The central hotel is trying to service and attract its many coach customers with a number of new services. Not only are they supplying secure parking - for £10 a night - but a bus wash and a new restaurant, Le Bistrot, which can cope with coach mealstops at around £7 a head.

The 648-room hotel is in the process of installing a foul sewer for chemical toilets so that it can offer coach groups a complete service.

Full details are from the hotel on 010 33 1 40 25 2000, Fax: 010 33 1 40 25 2600.

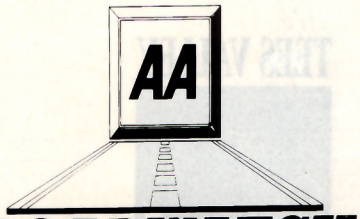
tour news in brief ... tour news in brief ... tour news in brief ..

● THE King of Siam will be played by British Telecom TV advertising's 'Melvin' when The King and I is staged at Leicester's Haymarket over Christmas. The box office, which predicts a fast sell-out, is on 0533 539797.

● HASTINGS has updated its group travel trade manual with new listings of hotels, attractions, mealstops and suggested tour and excursion itineraries. The guide includes sample prices, numbers and addresses, opening times, disabled access and a great deal more information about venues in the Hastings areas. Copies of Hastings Group Travel 1992 are available by phoning 0424 722022, Fax: 0424 716411.

● COACH-SUITABLE hotels in northern Austria are fully listed in the Upper Austrian Tourist Board's Bus & Tour brochure. The booklet details a large number of mealstops, with prices, gives the top tourism attractions, and has a useful map of the area. Well-illustrated, it gives views of the hotels listed and explains the facilities they have and their location. Again, prices in Austrian schillings are given. Copies of Bus & Tour are available from the Austrian National Tourist Office, Tel: 071 409 2892, Fax: 071 499 6038.

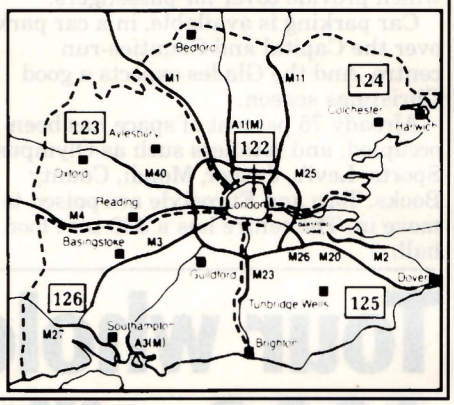
● COACH drivers visiting Weston-super-Mare Carnival on November 18 are being issued strict routeing instructions. Brian Coombs, of Coombs Coaches, has the details on 0934 632612.



This Roadwatch report was compiled by *Coachmart* with the help of the AA. If there are other points of information you need, write to Roadwatch PSV, *Coachmart*, Wentworth House, Wentworth Street, Peterborough, PE1

The latest diesel prices in Europe

For the latest information, call AA Roadwatch on 0836 401, followed by:
110 for motorways across Britain
127 for M25
118 for Northern Ireland
117 for Scotland
116 for north-east England
115 for north-west England
114 for East Anglia
113 for Midlands
112 for Wales
111 for West Country
The south-east of England is divided up as follows:
126 for area between M4 and M23
125 for area between M23 and Dartford Tunnel
124 for area between Dartford Tunnel and M1
123 for north-west Home Counties
122 for Central London
(See map, right, UK troublespots, below)
Calls are charged at 36p per minute off peak and 48p at other times.



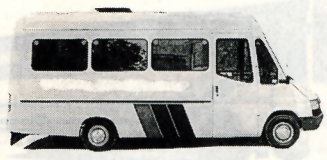
European diesel prices as at November 8 (in £Sterling, per gallon. Conversion to litres x 4.546).

Austria	**£1.91**	**Greece**	**£0.94**	**Norway**	**£1.44**
Belgium	**£1.92**	**Irish Rep.**	**£2.44**	**Portugal**	**£1.82**
Denmark	**£1.95**	**Italy**	**£2.36**	**Spain**	**£1.77**
Finland	**£2.10**	**Lux**	**£1.17**	**Sweden**	**£2.52**
France	**£1.68**	**Nether-**		**Switz.**	**£1.89**
Germany	**£1.67**	**lands**	**£1.72**	**Yug.**	**£2.57**

Motorway & major 'A' roadworks

For the week November 18-24

LONDON AND SOUTH EAST
M1 Hertfordshire: Contraflow at J3 (A41, near Watford).
M40 Buckinghamshire: Lane closures in both directions between Junctions 1 and 2 (Denham/Beaconsfield). North and southbound entry slips at J1 closed with local diversions in operation.
M20 Kent: Contraflow between J5 and J8 (Maidstone West/Hollingbourne)
M20 Kent: Lane closures on both carriageways between Junctions 8 and 9 (Hollingbourne/Ashford).
M26 Kent: Contraflow between J2A (Wrotham) and the M20.
M23 Sussex: Contraflow between J9-J10 (Gatwick/Crawley).
M25 Surrey: Contraflow between J13 and J14 (Staines/Heathrow).
A40M London: Lane closures both ways on Westway.
A406 London: Contraflow on North Circular road between Staples Corner and Neasden Underpass.
A27 Sussex: Restrictions at Falmer for bypass construction work and also a contraflow on the Shoreham flyover for maintenance of the Adur Bridge.
A226 Kent: Temporary traffic lights on the High Street, Northfleet.
MIDLANDS AND EAST ANGLIA
M6 West Midlands: Contraflow between J7 and J9 (Gt Barr/Wednesbury). The northbound entry slip road is closed at J7.
M6 Staffordshire: Restrictions both ways J13 (A449/Stafford) in preparation for a contraflow.
M5 Hereford/Worcester: Southbound entry and exit slip roads closed at J6 (Worcester North). Diversions.
M50 Hereford/Worcester: Lane closures to be followed by a contraflow at J3 (Jays Green).
A38 Hereford/Worcester: Southbound diversions on Barbourne Road, Worcester.
A4540 West Midlands: Restrictions at Hockley (Birmingham).
A6 Leicestershire. Restrictions at Market Harborough. Also affecting the A427.
A41 Shropshire: Contraflow between Bletchley and Ashford Grange.
A47 Cambridgeshire: Resurfacing work between Station Road and Pidgeon's Farm, Thorney.
A11 Norfolk: Contraflow between Norwich and Wymondham.
A45 Suffolk: Contraflow at Felixstowe.
WALES AND WEST
M5 Devon: One lane closed southbound 8am - 7pm between J27-28 (Tiverton/Cullompton).
M5 Somerset: Contraflow J24-J25 (Bridgewater/Taunton).
M4 West Glamorgan: Restrictions both ways J39-J41 (Groes/Pentyla). No westbound entry at J41 (Pentyla).
M4 Gwent: Various lane closures both ways J22-J28 (Chepstow/Tredegar Park) for central reservation work.
M5 Gloucestershire: Contraflow J11-J12 (Near Gloucester).
A485 Dyfed: Temporary lights at Tregaron.
A48 West Glamorgan: Contraflow between Llandarcy and Lonlas.
A4080 Gwynedd: Temporary lights on Menai Suspension Bridge.
A35 Dorset: Two sets temporary lights between Dorchester and Puddletown.
A38 Devon: Roadworks at Marsh Mills, Plymouth.
NORTH
M56 Greater Manchester: Restrictions on the airport link road.
M56 Cheshire: Contraflow J10-J12 (Stretton/Clifton).
M66 Greater Manchester: Lane restrictions both ways between J1 and J3 (A56/Pilsworth).
M62 Humberside: Contraflow J35-J35 (Whitley Bridge/Langham).
A1(M) County Durham: Contraflow between Chester-le-Street and Birtley.
M18 South Yorkshire: Contraflow near J2 (Wadworth).
M18 South Yorkshire: Contraflow between J4 and J5 (Doncaster).
M1 South Yorkshire: Off-peak resurfacing work J34-J35 (Sheffield/Rotherham).
M1 West Yorkshire: Contraflow with tidal flow system J41-J43 (Wakefield/Stourton), northbound entry slip at J41 closed.
A59 Lancashire: Contraflow between Penwortham and Hutton.
Al Northumberland: Contraflow with temporary lights at southern end of Alnwick Bypass.
A59 North Yorkshire: Temporary lights on Harrogate to Skipton road.
SCOTLAND
M74 Strathclyde: Various lane closures at J6 (Hamilton).
M8 Strathclyde: Contraflow between J5-J6 (Shotts/Newhouse).
A74 Dumfries/Galloway: Contraflow south of the Guardsmill interchange near Gretna.
A73 Strathclyde: Closed at the junction with the A74. Northbound diversions via the A70.
A74 Strathclyde: Various lane closures at Elvanfoot.



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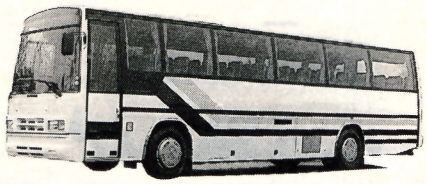

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Telephone Tenby (0834) 2377 ask for Malcolm Thomas
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New frame tents. Available for group hire from 12th April 1992. On quality camp site close to Europe's No. 1 Theme Park.

Ideal family accom!
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There is a lift to all floors, two bars, a terrace lounge, TV lounge, non-smoking lounge and rooftop sun bathing area.

The Hotel is fully centrally heated, and most rooms have a sea view. Some 'period' rooms are available.

Owned by the same Somerset family for almost 60 years, the warm and friendly welcome you receive will leave you with happy memories of your holiday at The Dorville Hotel.

(22398/CWL)

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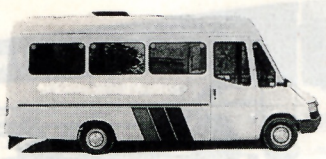

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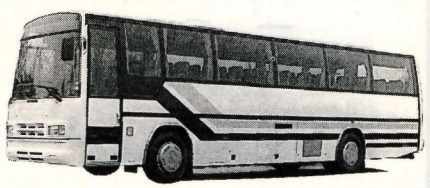

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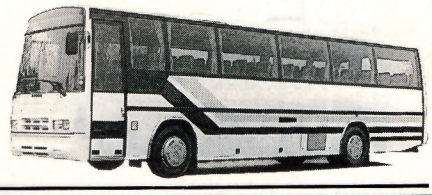

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★ 16 en suite ★

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★ Lunches ★ Evening meals

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★ All rooms with colour TV, tea making & telephone ★ Excellent multi-choice 5 course evening meal ★ Live entertainment ★ Outdoor heated pool ★ Sauna ★ Solarium, jacuzzi ★ Coffee shop for light meals.

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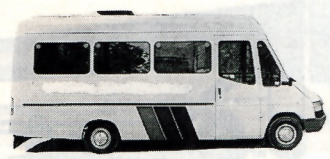

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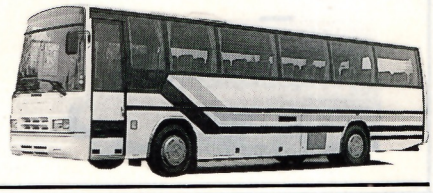

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COACHES WELCOME, MEALSTOPS, FEATURES – Contact Ruth Kitchen/Steve Gibbons. **Display:** £11 per single column centimetre. Series discounts available. Please phone for details.
Copy deadline: 1pm Tuesday for Thursday's issue. **Cancellation deadline:** 11am Tuesday.

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T Reg

2 x AEC

760 S/A Dominant, 53 seats, good condition, full test, in daily use, not on service work, heated screen

£5,900 ono + VAT

Tel. 0207 71792/71916

(22699/AEC)

AEC Reliance Plaxton Supreme, 1977, 53 seats, MoT 8/92, recent engine, **£5,500 + VAT. P Bowran PMT (0782) 744744.** (22747/AEC)

BEDFORD

1984 BEDFORD YNT Plaxton Paramount

53 seater, usual extras, first class condition, new MoT, inspection invited.

£24,000 + VAT

LARRATT PEPPER AND SONS LTD, Thurnscoe

Tel. Rotherham (0709) 892153

(22413/BE)

BEDFORD COACHES FOR SALE

1982 YNT DUPLE DOMINANT IV, 9,000 miles (approx) on current engine, recent recon ZF 6-speed gearbox, full interior retrim including floor and curtains, well above average condition, at present in Morecambe following tour to Scotland and Cornwall. **£13,000 ono. For THIS coach telephone Mark at Battersby's 0524 410228.**

1981 YNT PLAXTON SUPREME IV EXPRESS, mechanically sound, recent interior retrim, at present in Isle of Man. **Priced at £12,000 ono.** Delivered to Morecambe 22/11/91. **For THIS coach contact Ray or Roy at Tours (Isle of Man) 0624 674301.**

Both coaches finished in white/blue and have Bristol Domes.

(22738/BE)

1979 YMT 500, 53 seats, Plaxton Supreme IV, tinted windows, 2 speed axle, 11 months MoT, good condition, **£6,500 + VAT. 1977** YMT 500, 51 seats, Plaxton Supreme III, **£3,500 + VAT. Taylors Coaches (0462) 813262.** (22772/BE)

1978 BEDFORD YMT Plaxton, 53 seater, new MoT, white with red interior, Bristol dome, recent Bedford blue engine, excellent condition, **£4,250 + VAT. 1977 BEDFORD** YMT Duple Dominant II, 53 seater, recent new engine, white with red interior, Telma, **£3,250 + VAT. Tel. Ryans Coaches (0225) 424157.** (22412/BE)

BRISTOL

1982 X Bristol LHS Plaxton Supreme V, 31 Lazerini recliners, tinted windows, curtains, repanelled where required this year, tested March '92, in excellent condition, **£14,250. Tel. (0704) 821245.** (22788/BR)

DAF

1984 DAF MB 200 LAG

Galaxy, 49 recliners + courier, curtains, saloon, toilet, water boiler, MoT Jan '92.

£33,000 + VAT ono

Tel. (0903) 209007

(22768/DAF/PIC/CH)

1987 DAF SB2305 DUPLE 340

53 recliners and courier, centre sunken toilet, 2 TV's, video, drinks machine, radio cassette/PA, wheel trims, curtains, MoT March 1992.

£42,500 + VAT

Telephone: 0942 47703

(22793/DA)

1983 DAF Executive, 44 recliners or 36 + 4 tables, limiter, Telma, double glazed, toilet, bunk, coffee machine, TV and video, MoT 10.4.92, **£30,000 ono. Tel. Howletts (0296) 713201.** (22760/DAF)

1983 DAF VAN HOOL ALIZEE, 50 recliners, toilet, servery, water boiler, video, TV, private plate, tables, curtains, very good condition, MoT June 1992. **£33,000 + VAT ono. Tel. 0668 81591 daytime or 0668 82070 evenings.** (22729/DAF)

DAF

1989 F REG DAF LAG PANORAMIC

49 recliners, courier, 2 TVs/video cassette, centre toilet, drinks machine, MoT until March 92/July 92.

Choice of 2.

£80,000 each ono + VAT

Tel: 0287 633971

(22775/DAF)

DOUBLE DECKERS

BRISTOL VRT – 74 SEATS

1981 MoT 5/92	**£6,500**
1978 MoT 9/92	**£4,900**
1976 MoT 11/92	**£3,900**
Also available	
1978 without MoT	**£1,900**

All prices plus VAT

Contact P. Bowran (0782) 744744

Stoke on Trent PMT

(22744/DD)

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73 seat single door, Leyland 680 engine, semi-auto box, ex-National Bus Company. **Choice of 6.** All tested.

£2,925 + VAT each

Tel. (0422) 375893 anytime (22759/DD)

1977 DAIMLER DMS double decker, recently fitted Iveco engine, tested January 1992. **£2,250 + VAT ono. Tel. 0254 233163 or 0836 517605.** (22737/DD)

DOUBLE DECKERS

1984 DAF JONCKHEERE P99
CHOICE OF TWO
71 seats, MoT April 1992, retrimmed. All usual extras, recent engine.
VICTORY TOURS
Salisbury, Wiltshire
0725 552247
(22734/DD)

DUPLE

1987
DUPLE 425
Cummins/ZF automatic, 46 recliners, 3 x TV monitors, wired for video (not supplied), toilet, galley with fridge, water boiler, sink and cupboards, rear continental door.
£40,000 + VAT ono
0202 537568 or 0929 554588
(22407/DU)

1987 DUPLE 425
59 seats, Telma, radio, PA, immaculate condition, exterior white, MoT April 1992.
£45,000 + VAT ono
Tel. Great Missenden (02406) 4346 (Bucks)
(22762/DU)

FORD

1981 FORD PLAXTON
53 seats, Telma, lockers, radio, PA, cassette, tinted, test 4/92, two owners from new, unlettered, good condition.
~~£7,800~~ **£7,500 for quick sale**
Bugler Bristol
(0272) 778759 days
(0272) 779170 eves/wkend
(22767/FO)

1979 (V REG) FORD R1114 Duple Dominant. 53 reclining seats & courier, air-door, telma, radio/PA, 1st reg 9/79, T&T 4/92, **£4,750 + VAT. Tel. 04024 55666.** (22704/FO)

LEYLAND

FINANCE HOUSE HAS FOR SALE
1983 LEYLAND TIGER PARAMOUNT
48 seat coach, 876,656 kms, good condition.
1979 LEYLAND DUPLE
53 seat coach, 430,159 kms, good condition.
1981 LEYLAND DUPLE
53 seat coach, 472,633 kms, good condition.
Offers to S.J. WILSON 0242 224455
(22750/LE)

FORD

FORD Plaxton Supreme, 1978, 53 seater, retrimmed 2 seasons ago, very good condition, offers. **ALSO** wanted pair of Bova Futura seats. **Tel. (0892) 73233 or (0860) 564221.** (22791/FO)

MCW

1987 MCW, 25 seater, tinted windows, curtains, radio cassette, wheel trims, very good condition, taxed, MoT until October 1992. **£13,995 + VAT ono. Tel. 0668 81591 daytime or 0668 82070 evenings.** (22730/MCW)

LEYLAND

TIGER, Padale bodied, excellent condition, toilet, tea/coffee, 47 seats, engine, gearbox overhauled 1990, TV, ideal first executive, **£18,500 + VAT. Tel. (0692) 406020.** (22770/LE)

1981 LEYLAND LEOPARD Plaxton Supreme 4, 53 seater, engine rebuilt March 1991, seats retrimmed 2 years ago, Webasto heater, power door, 1 year's MoT, inspection welcome. **£14,500 + VAT ono. Tel. Ingleby's, York (0904) 637620.** (22739/LEY)

LEOPARD 1978, 49 seats, Grant doors, MoT 1/92, **£4,200 + VAT.** Also **1978** 3 Leopards, no MoT. All for **£4,900 + VAT. P Bowran PMT (0782) 744744.** (22746/LEY)

1979 (T) Leopard Plaxton body, Grant doors, 50 fixed seats or 46 recliners, MoT Sept 1992, very clean, well maintained, **£8,000 + VAT. Tel. (0208) 872123 Bodmin.** (22765/LE)

1980 LEYLAND NATIONAL MKII, 11 metre, 48 seats, 24 standees, **£8,000. Tel. (0292) 312312.** (22666/LE)

1985
TIGER 245 CARIBBEAN II
MoT May 92, 48 seats plus courier executive spec, toilet, servery, ZF 6 speed
WELL WORTH SEEING AT A PRICE OF
£22,500 + VAT ono
Tel. 051-678 4000
(22695/LE)

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245 H.Y.D. Duple Lazer, 48 recliners & courier, toilet, servery, MoT 25/3/92.
FIRST REASONABLE OFFER
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(22778/LE)

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MERCEDES 307, C Reg, 12 seater, high roof, good condition, new clutch and flywheel ring gear, MoT 12/8/92, **£5,750 + VAT. P Bowran PMT (0782) 744744.** (22745/MER)

MERCEDES 811D AUTO
32 seat, 1989 G, Mellor Coachcraft body, lowback vinyl seats (24 removable), Henderson hideaway taillift, 60,000 kms, CIF certificate.
£POA
Tel. 061 230 6808 North Manchester Commercials
(22726/MER)

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NEOPLAN N907
MAN engine, 23 seats, full air suspension, double-glazed, curtains, recliners, hot water boiler, Webasto, radio/tape/PA, boot plus underfloor luggage space, taxed plus new test.
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Tel: 0200 445210
(22777/NE)

NEOPLAN SKYLINER
77 seater, Mercedes V10 engine, 6-speed ZF gearbox, MoT July 1992, new tyres, full brake reline, 3 TV's, video, radio/cassette/PA, toilet, boiler, large fridge.
£35,950 + VAT
Telephone: 0942 47703
(22794/NEO)

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SCANIA K112 1985
Jonckheere P599, full executive, 51 recliners, toilet and TV, video, continental door, hot drinks, fridge and bunk etc, vgc.
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1980 IRIZAR VOLVO B58
Air over leaf, 48 luxury, 8 position recliners, video, TV, radio cassette, PA, toilet, bunk. Tea/coffee, cool box, tinted windows, curtains, offside continental door. Serviced monthly by Volvos. MoT April '92. Taxed August '92.
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33 seat coach. In above average condition. £18,250 + VAT

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48 recliner seats full executive. In good condition. £29,500 + VAT

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We have a limited number of new vehicles in stock too!

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1989 VOLVO
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Price on application.

Superb quality vehicles for 1992.

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(22790/VO)

1980 VOLVO B58 PLAXTON 12M VIEWMASTER
50 reclining seats & courier, air door, telma, tinted windows, radio/PA, underfloor lockers, chassilube, 1st reg 1980, T&T 2/92, very clean vehicle.

£15,000 + VAT
Tel. (04024) 55666

(22703/VO)

1987 VOLVO B10M PLAXTON PARAMOUNT 3500
Full executive, 49 recliners, twin screen video, coffee machine, centre toilet and washroom, mint condition.

OFFERS INVITED

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0423 522466

(22763/VO)

1984 VOLVO B10M JONCKHEERE P599
49 recliners plus courier, toilet, coffee machine, fridge, TV and video, if required bunk, Telma, Webasto, MoT 3/92, vgc.

£32,950 + VAT
Telephone: 081 647 3675

(22432/VO)

1987 VOLVO B10M
Plaxton Paramount, 4 star, 49 reclining seats, central toilet, water boiler, double glazed, driver's bunk, curtains and carpet, TV and video, splitter gearbox, Telma, alarm fitted, 12 months MoT, excellent condition.

£63,500 + VAT ono

Tel. (0532) 822206 or (0924) 375140

(22740/VO)

VOLVO B10M CAETANO ALGARVE, 1986, 49/53 recliners, centre sunken toilet, new engine '91 (£9,000). **£58,000 ono + VAT. Part exchange considered. Tel. 031 663 8005.** (22679/VO)

1980 B58 SUPREME IV
53 seats, tinted windows, power door, radio, cassette, curtains, MoT April 1992, nice condition.

£15,000 + VAT
FITZCHARLES COACHES LTD
Tel. 0324 482093 (22715/VO)

1982 B10M DUPLE GOLDLINER, 49 reclining seats plus courier, hot water boiler, radio PA, bunk, new floor, curtains and carpets, MoT 1 year, immaculate, full service history, **£25,000 + VAT. Tel. 031 669 4336 Stanley Mackay Coaches.** (22411/VO)

MINIBUSES

MERC 1987 507D
16-seater Executive minibus, black tinted windows, TV, video, PA, stereo, courier seat, telephone, spotlight, reading lamps, new MoT test, taxed.

£11,500 + VAT
Tel. 081-994 8969

(22771/MB)

1986 IVECO, 49/10, 21 seat bus + standees, power door, good condition throughout, **£8,950 + VAT. 1986 FORD TRANSIT** Diesel, 16 high back seats, power door, MoT July '92, **£4,950 + VAT. Tel. (0249) 782401.** (22779/MB)

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NEW VEHICLES EX STOCK AT UNBEATABLE PRICES

12 SEAT TALBOT EXPRESS	**£10,500**
16 SEAT LEYLAND DAF 400 SERIES	**£16,500**
16 SEAT FORD TRANSIT Dormobile body	**£20,500**
26 SEAT MERCEDES BENZ 609D	**£26,000**
24 SEAT MERCEDES BENZ 609 & dropwell boot	**£26,500**

ALL PRICES INCLUDE CIF & 12 MONTHS ROAD TAX

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Telephone: 061 494 6117

(22774/MB)

1988 FORD TRANSIT LWB, new shape, 15 seater, petrol, good condition, COF 1992, **£5,250 + VAT. Tel. 091 265 6747.** (22664/MB)

1989 G REG MERCEDES, 408D, 15 seats, high back, Bristol dome, roof racks, **£14,500 + VAT. Tel. (03552) 27240.** (22672/MB)

MINIBUSES

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709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

709 MERCEDES ALEXANDER, 25 seats, bus spec, electric door, standees or dual pupose seats available, stock.

609 MERCEDES VAN CONVERSION, 24 seats, electric door, luxury, 1 week.

308 MERCEDES, 12 seat, luxury.

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1990 709 PMT AMI, 25 seat.

1989 PMT AMI, 33 seat, luxury.

1987 MERCEDES 609, 26 seats.

1986 MERCEDES, 12 seater, high roof, luxury.

1986 MERCEDES, 21 Vogel seats.

1984 MERCEDES, 21 seater.

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1988 709D MERCEDES ALEXANDER, 25 seats, electric door, + standees.

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V 200 Taxibus, 8+4 seat, diesel (uncertified)	**£11,350**
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Deansgate Urbus, 12 seat, diesel	**£10,750**

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E 2200 12 to 14 seat, diesel	**£11,000**

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£11,000

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Sherpa LWB, 2.5 diesel, 20 + 2 standing, moquette seats, electric entrance doors, MoT June 1992, taxed.

£4,250 + VAT

Choice of 12, 16, 18, 20, 25 and 29 seaters available.

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£14,995 + VAT

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21 seater minibus, Coachcraft conversion Feb '92, owned by us since new.

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NEW 16 SEATER DAF 400, delivery mileage, high back moquette seats on tracks, with matching centre roof stripes, full soft trim, extract/intake fan, fluorescent lights, saloon heater, driver's lockers, radio cassette, initial COF Nov 1991, **£15,250 + VAT. Tel. (0274) 682666.** (22743/MB)

1984 Transit LWB, 12 seats, coach interior, petrol with overdrive, tacho, MoT, good condition. **£1,750 + VAT. Tel. 0462 814695 eves/w/ends.** (22443/MB)

1988 (E) FORD TRANSIT, 15 seater, 12 months MoT, good condition, **£5,750 + VAT ono. Tel. (0902) 753770.** (22415/)

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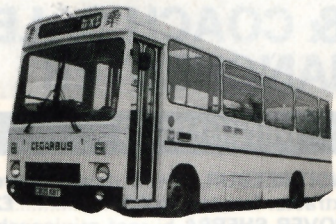
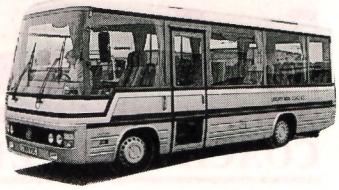
Diesel, 15 seat Executive conversion, underfloor luggage, 18,000 miles only, full MoT, superb condition. **£17,950**



86 'C' LEYLAND CUB SERVICE BUS
53 seats, automatic gearbox, power door. **£15,000 + VAT**



1986 C OPTIMO GL, 19 reclining seats, radio PA & courier seat, excellent condition for year, full MoT test. **£17,500 + VAT**

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Diesel, 12 seats, M2M conversion, **£11,950 + VAT**

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85 'C' MERCEDES BENZ 608D
19 seat luxury, PSV, boot and side skirts, radio PA. **£13,000 + VAT**

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18 seat Coachcraft conversion, luggage racks, radio cassette. **£17,500 + VAT**

1987 D FREIGHT ROVER 350
Diesel, Carlyle conversion, base white exterior, **£7,500 + VAT**

1988 F OPTIMO, 19 seats, radio cassette, burgundy interior, full test, **£26,500 + VAT**

ROBIN HOOD bodied Iveco 49/10. 25 seater, manual, stage carriage spec, good condition, MoT Feb '92, well looked after, **£12,000 + VAT. Tel. (0403) 59003.** (22419/MB)

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AEC 760 Supreme, 1977, 53 seats, MoT June 1992, good condition. **£4,500 + VAT.** Also **Bristol** reclining, 1970, MoT December 1991. **£2,250 + VAT.** Also **1979** Dennis Dominator. **£5,000 + VAT. Also** breaking **1978 Dominator. Offers. Tel. 0934 750321.** (22717/UN)

VOLVO B10M PRIVATE PLATE, 6 speed ZF box, Duple Caribbean, 49 reclining seats, toilet, drinks, full servery, TV, video, multi-speed limiter, MoT July 1992, **£37,000 + VAT ono. AEC 1978 760 PLAXTON,** 53 seater, speed limiter, MoT July '92, **£5,000 + VAT ono. MERCEDES NEOPLAN SKYLINER,** private plate, 6 speed ZF box, new engine 8 weeks old, 76 reclining seats, fridge, servery, 3 TVs, video, multi-speed limiter, drinks, current MoT, **£38,000 + VAT ono. Tel. (0282) 72836/79136.** (22405/UN)

T REG BRISTOL LHS PLAXTON SUPREME
41 seater, Express doors, test Oct '92, **£3,750.**

1977 LEYLAND LEOPARD
11 mtr, 42 seat Plaxton, test June '92, excellent condition, **£4,500.**

1985 VOLVO B10M JONCKHEERE P50
51 seats, toilet, TV, video, excellent condition, test Feb '92, **£42,000**

1989 G FORD TRANSIT SWB
12 seat crewbus, diesel, test Oct '92, **£5,250**

FOR FURTHER DETAILS TEL. (0698) 792145

(22781/UN)

1985	Scania Jonckheere P599, 51 st., exec	**£49,000**
1978	Bedford PJK Plaxton, 29 st.	**£4,500**
1978	Bedford YMT 500 Plaxton, 53 st.	**£3.500**
1977	Bedford YMT 500 Van Hool, 49 st.	**£3,000**
1970	Leyland Leopard 680 Plaxton, 49 st. (IV front)	**£2,000**

All with long MoT and on road.

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1985 LEYLAND TIGER PLAXTON 3500, 12m, 245m, 2 star spec, toilet fitted, private plate, test February 1992.

1985 LEYLAND TIGER PLAXTON 3500, 245, ZF 2 star spec, toilet fitted, private plate, test March 1992.

1985 LEYLAND TIGER PLAXTON 3500, 245, 5 star spec, private plate, test February 1992.

1985 LEYLAND TIGER PLAXTON 3200, 1 star spec, 57 recliners, ZF split, private plate, test February 1992.

1985 LEYLAND TIGER PLAXTON 3200, 1 star spec, 57 recliners, 245, ZF split, private plate.

Available for immediate inspection and offers

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1989 (F) DAF ALGARVE, 49 seats, toilet, TV, video, fridge, coffee machine, continental doors.
1989 (G) DENNIS JAVELIN DUPLE 320, 53 seats, toilet, TV, video, MoT March '92.
1988 (E) MERCEDES 609D, Reeves Burgess, 20 bus seats, standees, power door, DST gear, MoT April '92.
1986 (D) FREIGHT ROVER SOLD ts, 5 standees, p/door, MoT July '92.
1986 (C) FORD TRANSIT, 16 seater, luxury mini coach, MoT March 1992.
1984 DAF JONCKHEERE, 49 seats, toilet, TV, video, MoT March 1992.
1984 (A) MAN SR280, 53 reclining seats, rear continental door, radio, PA, all white, MoT Jan '92.
1982 (X) LEYLAND TIGER PLAXTON SUPREME V, 57 seats, ZF manual, express doors, double glazed, MoT Feb '92. Choice of two.
1982 (X) LEYLAND TIGER CUB, DUPLE DOMINANT bus body, 31 seats, 8 standees, Allison automatic, MoT Feb'92.
1980 BEDFORD YLQ DUPLE DOMINANT II, 45 seats, power door, MoT March '92.
1980 (V) LEYLAND LEOPARD PLAXTON SUPREME IV, 49 seats, semi auto, destination gear, express doors, choice of two, MoT April 1992.
1979 (T) FORD 360 Turbo, Duple Dominant II, 45 seat coach, MoT Oct '91.
1977 (R) LEYLAND NATIONAL, 49 seats, 22 standees, MoT March '92.
1976 FORD PLAXTON ELITE, 53 seat coach, MoT Nov '91.

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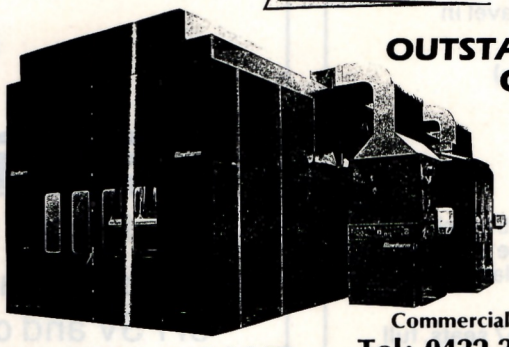

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Chief Executive and Clerk

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